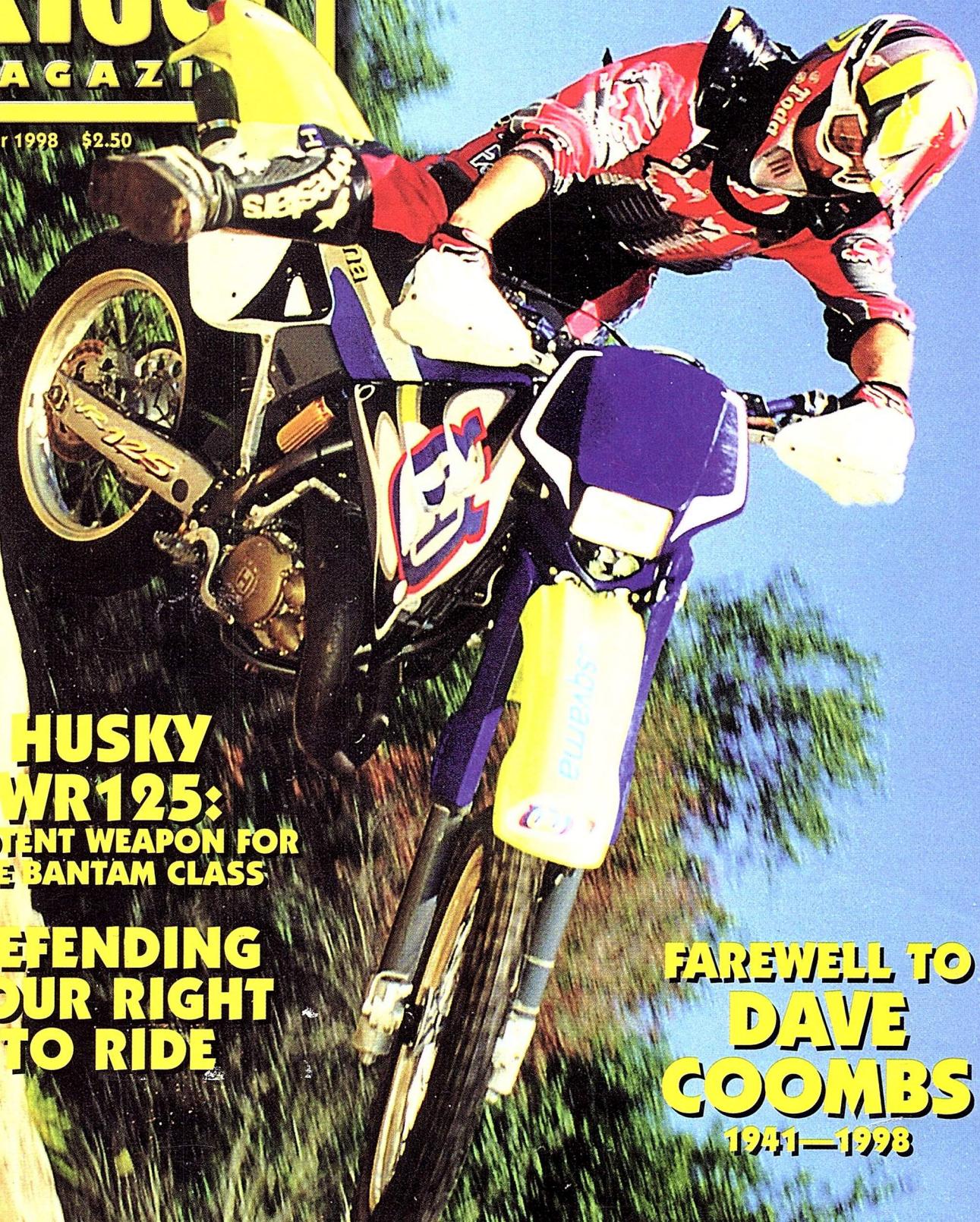


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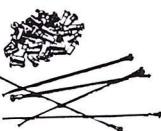
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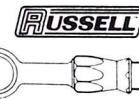
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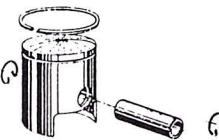
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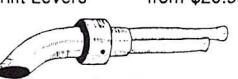
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On the cover: Todd Topham sails the Husky 125 over an ocean of sand. Not everybody likes to spend a lot of time on a bike this small, but we'll tell you this 125 is a lot of fun to wail around on, and a very potent racer in the small-bore class. Photo by Mark Uth.

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Warning: there isn't anything that will top the feeling you get from piloting a motorcycle through the woods, but you have to accept the risks inherent in this sport if you're going to do it. There are no safety features expressed or implied, there are no airbags or seat belts to protect you from yourself. The entire burden of personal safety rests right on your shoulders, Bucko, and if you mess up it's not the land owner's fault, not the bike manufacturer's fault, and certainly not our fault. We recommend using all the protective clothing you can, and be aware of what you're doing at all times. And then, it's fun.

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Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

Newsstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 3,100 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

LAST OVER

By Paul Clipper

Harold's Best Day

Harold Hamill had exhausted every possibility. He'd called Fred, Louie, "Crash" Jackson, Sam the Crusher, and even the Ternbaum twins, and not a one of them could get away to go riding. The Ternbaum twins were a last resort, and an indication of how badly Harold wanted riding company. They were two girls who rode four-strokes, nice enough people, but just as painfully ugly as a skinned elbow. Rhoda Ternbaum had a glass eye that would every now and then drop out and roll around inside her goggles, while Frieda had a wooden leg that kept getting turned around the wrong way and was very distracting. Harold liked them both, but being in the mood for serious riding, he was more than slightly relieved when the phone wasn't answered.

He went by the bike shop, to see if any of the rest of the crowd were hanging out with nothing to do, but this too drew a blank. The only person at the shop was Ferdinand the Mad Mechanic, who immediately started shouting in broken German something about Oscar, the owner, out fishing while he had to waste his time trying to balance the carbs on an ancient Suzuki twin that Oscar had contracted to repair for a very low sum. "Nicht enough money!" he screamed, his voice cracking. "I will starve under der rusty Suzuki! Tank you, Oscar!" This last was aimed at the empty office, with a threatening point of a grimy finger. Harold smiled uncomfortably and backed out the front door.

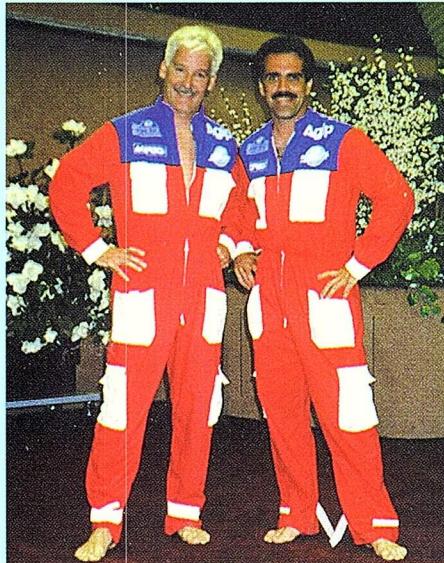
Like it or not, if he wanted to put a few miles on, he was going to have to go it alone. He was well aware of the dangers of solo trailriding, and knew that being alone would slow him down some, but the worst part was that there'd be nobody to compete with, no one to show off to. After all, this is the best part of riding, right? Playing little "Oh yeah? Let's see you do this!" games. Without friendly competition, even the best of trails turn into not much more than a thorofare suitable for the operation of a motorcycle. And that's a lot duller than dirt riding!

But one way or the other, he wanted to tweak a throttle today. So he loaded up and drove the few minutes out to the usual trailhead, and before long he was fulfilling his desires. The trail wound through a national forest, and although it was a good trail, it was slightly overused. The dirt was good, usually wet and dust-free, but because of all the wear, it wasn't really an easy place to ride. All the low, muddy areas were rutted out, hills were grooved deeply, some of

them even stepped by the Forest Service to limit erosion, and a few bridges that used to cross the major streams were tumbled down and mostly useless.

Harold knew a bridge just like this was coming up. It had crumbled to the point where there was nothing left but a six-by-six wooden beam spanning the banks across the two-foot deep stream. Hikers used it regularly to keep their feet dry, and Harold was thinking the same thing as he drew nearer to the water. He didn't really want to soak his boots this early in the day, and when the bridge came into sight he spied the plank and thought Hey, why not? We've never done it before, but if I hit it with a little speed, the worst I can do is auger into the other bank...I might even be able to save it, if I do miss...

Thinking along these lines, he kept his eye on the plank and his hand steady on the throttle, and before he even had a



chance to panic he was on the other side. "Holy cow! I did it!" he hollered, braking the bike to a stop. He jumped off the bike and ran back to the bridge, just to satisfy himself that it was really there. Yep! There it is, he thought, and there's my tracks going right up to it! Being that Harold had never tried anything fancy before in his life, and even had problems with wheelies, you could safely say he was pumped.

As a matter of fact, a wheelie was the next thing he did. Less than 200 yards from the bridge was a perpetually muddy spot that he always tried to wheelie through like Sam the Crusher (we won't go into how Sam got his nickname), and always failed miserably, getting himself amazingly muddy in the process. This time, he yanked on the bars in just the right spot, gave it a good dose of throttle and just a little bit of clutch, and he not only wheelied across the mud, he carried the wheelie a good 30 yards farther. He was so excited he forgot his usual caution and took his left hand off the bars and shook his fist over his head in victory—before he put the front wheel down!!

He was so stunned that he stopped, wide-

eyed, and just sat quietly on his stalled bike. I have just defied the laws of nature twice in a row, he thought in wonder. I can't believe this is happening to me.

Actually, what was happening to Harold wasn't that big of a deal. It was His Day, pure and simple. Think about it—we have so many bad days when we go out riding, we accept it as the norm. The bike breaks down, we get tired, we blow every other turn or hillclimb; it's very rare that we can get everything together. But it happens. Once in a blue moon you can go out on the bike and seem to do absolutely nothing wrong, and since the folks you're riding with will be having a bad day—a normal day—you have a chance to wow them no end and raise yourself a notch in their esteem.em.

The trouble is, you spend most of your time having a normal day, and watching other people have a good time. Harold was like that. He had spent so many riding days dummying up and going over the bars that his friends had started calling him "Hammer" rather than Hamill behind his back, because of the many times they'd seen him hammer himself into the ground.

Too bad for Harold he was alone. Still, he had a great time doing it. He made every hill he came to, did a half-dozen more wheelies (even though he didn't try another one-hander), and never got stuck in the mud or crashed at all. He wasn't a bit out of breath when he finished putting 50 miles on his odometer, and he loaded up in a mad rush to get home and tell somebody about it.

He had barely gotten in the front door when he was on the phone to Sam the Crusher.

"Sam! You missed it! Boy did I have a good ride today!"

"I hope you didn't hurt yourself too badly," Sam said, trying to keep from snorting.

"No, I didn't crash once. As a matter of fact, I rode right over the beam crossing the first creek—you know the one!"

"Hogwash."

"No, I swear! Rode right across that thing, and I even pulled a one-hander to celebrate!" He was boasting a little.

"I think you've been into the bottle, Hammer, er, I mean Hamill." Sam replied, getting curious.

"I finally figured it out, Sam; got it all dialed. I spent the whole day figuring out what I used to do wrong, and learning how to do it the right way. We'll have to go out next Saturday and I'll show you how to cross the bridge, and then we can do the powerline hill!!"

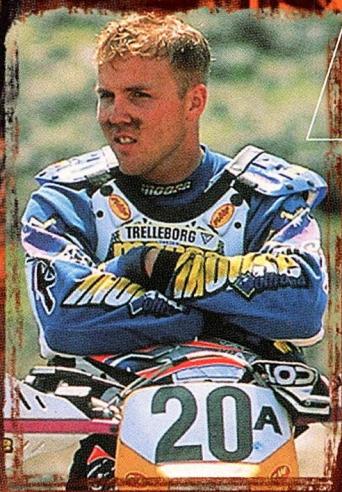
"Anything you say, Harold," Sam said, wondering what had gotten into his formerly inept friend. "We'll go out next weekend. If nothing else it'll be good for a laugh."

Sam wasn't laughing after they came back on Saturday. Harold didn't show him the ropes; no, nothing like that. Harold managed to plant himself in the far creek bank on the first pass across the bridge. Sam was laughing so hard that he fell into the creek and wound up in bed for a week with a bad cold. Too bad. If it wasn't for that, he may have had a good day.... □



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EASTERN NEWS

Hines Leads Enduros

Is it any surprise that the current points leader in the NETRA enduro series is Kevin Hines? He pretty much has been racking up wins all along, other than the tumble he took at Rhody, which knocked him down to third place points. The collarbone he quietly broke there kept him out of the Tri-State, although he got his work requirement out of the way there. We all expected him to turn up an devastate the troops at the Berkshire Mudslinger, but he wound up on a wild weekend in the tour bus with Lyle Lovett, who was in town for the Newport (RI) Folk Festival, and somehow the ex-national enduro champ failed to make it to the starting line on Sunday. "It was a long weekend; a lot of fun, but dinner Saturday night didn't happen until 11 p.m., and I didn't get into bed until after three. At that point, racing didn't seem like a good idea." See, he really is human! Being two events behind in the points doesn't seem to bother him. "It'll tighten the points up some, and that will make it more interesting for the rest of the season," he told us, "make me work a little harder, and I like that." We think it'll make everybody else work a little harder as well.

Indian Summer?

You know, if it's still hot outside and you really can't stand it, we were turned on to some riding gear this summer that is totally cool, in more ways than one. Right before the Rhody National we hooked into a set of Moose's new Sahara Racewear, gear that is made for hot weather only. The pants are nylon



Kevin Hines in his Moose Sahara gear.

Where to Ride

- 10/4 Mohawk Enduro, Adams MA
- 10/4 Pine Barons Enduro, Chateawan, NJ
- 10/10 Clarkie's Wild Ride Junior Enduro, Assonet MA
- 10/10 Nervous Novice Parent Child ride, Assonet MA
- 10/10-11 GNCC, Lisbon, OH
- 10/11 Clarkie's Wild Ride II H.S., Assonet MA
- 10/11 ECEA Hare Scrambles, Whiteford, MD
- 10/11 SJER Dual Sport, Indian Mills, NJ
- 10/11 Tri State Turkey Run, Winchendon MA
- 10/18 Cockaponset Enduro, Chester CT
- 10/18 ECEA Hare Scrambles, Lummis Mill, NJ
- 10/18 Halloween Fun Run Charity Ride, Freetown MA
- 10/18 RORR Dual Sport, New Philadelphia, PA
- 10/24-25 GNCC, Crawfordsville, IN
- 10/25 Delaware State Enduro, Delaware City, DE
- 10/25 Pachaug Rock Ride Turkey Run, Central Village CT

Petersen Acquires Trail Rider!

The biggest news we can deliver to you this month is that Trail Rider magazine has new owners. After a lot of talk and negotiation, Petersen Publishing made us an offer that we would have been foolish to refuse, and starting with next month's issue you will notice many new names on the masthead. Chief among them is Group Publisher Dick Lague, who grew up in the Boston area; and Advertising Director Bob Weber, who hails from Connecticut. Both Lague and Weber grew up with Trail Rider, and are one hundred percent Trail Rider enthusiasts from way back. Trail Rider will be joining Petersen's existing motorcycle titles, including Dirt Rider, Motorcyclist, MX Racer, Sport Rider and Motorcycle Cruiser.

Paul Clipper will remain with Trail Rider, stepping down from the title of "Bossman" in favor of Editor in Chief. The editorial offices of Trail Rider will remain at their present location in New Jersey, and we are now shopping for larger offices locally to house Clipper and a new Associate Editor, to be named by the end of the year. "Our focus will remain on the east coast, and our direct contact will be with Northeastern events," said Clipper in a rare telephone interview, "but we are interviewing freelancers and plan to include regional reports from every corner of the country before long."

The New Jersey offices of Trail Rider will be responsible for the editorial content of the magazine only. All of the clerical duties, the advertising sales, and production and distribution of the magazine will be handled by Petersen on their existing system. "It really is an exciting thing for me," said Clipper, "with this new structure I will be free of all the administrative hassles and as a result will be able to concentrate on making Trail Rider Magazine a bigger, better publication. It's going to ensure a great future for Trail Rider, and I'm looking forward to working with everyone at Petersen."

with an open weave of some sort of stretch material, and the jersey is a full ventilated synthetic with a zipper neck. We were told on the sly to simply cut



been streamlined and leaned down, and they look like they're going to make a serious run at all the business Dunlop and Bridgestone has capitalized on all these years. Good on them! More competition only means better and cheaper tires for you and us, and we wish them the best of luck.

Maico News

Okay, one more product mention. Maico motorcycles are pretty much known to everyone, especially if you have a bit

of a vintage background (or if you've been trying to compete in the A Open class in the ECEA, where Tom Folkl is the Maico Man to beat). However, we received a press kit from Maico's new headquarters in the Netherlands saying that they were introducing two new machines for 1999. There is a 250 and 500, available in both enduro and MX trim. They're using 50mm Marzocchi forks, a Maico Twin-Link rear, Brembo brakes and those legendary Maico engines. We've also been told that the MX version was expected to be priced at just under 12,000 guilders; and how that translates to dollars we haven't a clue. They look good, but we can't resist printing a photo of a Maico scooter they left in the package. We doubt very highly that you could get the scooter in this country, but isn't it cool?

skins that are ventilated as well, and they just add to the coolness. The only drawback is that the main breathable material on the pants is a bright white, and once you get them muddy they will never come fully clean. But who wants to look like he's wearing new gear anyhow? What are you, a motocrosser? Ask for the Sahara gear at any dealer who handles Moose Offroad stuff, it's pretty cool.

New Metzeler

Talking about Pennsylvania businesses, did you know that Metzeler USA was located in Exton, PA? We were just reminded of this when they sent us a news release saying that Metzeler just overhauled its North American operation. The company has

Great Turnout at the Dam

The Pathfinder's Dam Good hare scrambles this year had a more than respectable turnout of 350 riders for their June event, which we would say is pretty darn good. They have had many more than that, up to nearly 700 one year (we think they advertised it in Trail Ride that year!), but 350 is nothing to complain about. The really fun news is the number of kids they had entered for their Saturday Junior Enduro—60 kids signed up for the event! Later on that day they had a PeeWee event that drew 29 entries, so having nearly 90 riders at a

THANK YOU!

To all the loyal Trail Rider readers who supported and encouraged me these past 12 years. Through lean times and fat, this has been the best time of my life, and for the opportunity to do this I owe a huge debt of gratitude to everyone who bought our humble magazine along the way.

From here on, it gets even more exciting. I hope you'll stick with us as we make Trail Rider into a bigger, better, stronger magazine, and show the world what real trail riding is all about!

—Paul Clipper

kids event is very, very good. It also means that we're grooming a number of future racers to enjoy what we've all been enjoying all along, and that's great. Good job to the Pathfinders, and to the Berkshire Trail Riders who helped out.

New ICO

ICO is now shipping their all new enduro computer, the CheckMate. We just received one and we're testing it, and we'll tell you all about it as soon as we completely know how to use it. Here's what the press release says: It has a large display with Mileage, Check Seconds & Late/Early Mins:Secs showing at all times. A bar across the display graphically shows how late or early the rider is at all times in the race. Additional display features are the automatic mapping and display of Possible Checkpoints within

the sensor and for the included handlebar thumb switch. A 1 year warranty covers all components, including the battery. Retail price is \$399.95 for the entire system.

An enhanced model will be available in approximately 6 months, with an complete upgrade available to owners of the current version. The additional features include infrared transfer of a race program from one CheckMate to another, automatic wheel calibration to match the club's layout, marking while at a check to define the 3 miles of free zone, Brand X functions, distance in kilometer or mileage, error checking during program entry and capture of info such as peak speed, trip distance and total distance. The enhanced version will retail for \$449.95, with the upgrade from the original model, including a fresh battery, costing \$49.95.



1 mile ahead of your current distance, plus an Enter triangle that lights up when it's the rider's minute to enter a check. A long life, high energy lithium battery is sealed in. All this is protected by a integrated rugged aluminum instrument guard with crossbar mounts.

Completing the package is an all new stainless steel sensor with heavier wires, special extruded mounting bracket and screw-together, waterproof connectors for

plan to follow an approximately 6400 mile route across the country, sticking to the unpaved roads as much as possible. Sidney calls it "Recycling old roads."

Mrs. Dickson, Bridget, has not yet traveled widely in the U.S. She is an enthusiastic novice motorcyclist and an experienced equestrian and huntsman with ten years experience managing the Wye River Hounds. She also spent ten years managing and directing the Talbot County Humane Society. In marrying Sidney, Bridget says she has elevated herself to a new level of animal control.

It should be quite a trip, and we've been promised a story on it from Sidney as soon as they get back, so look for that in an upcoming issue of Trail Rider. □

Rocky Mountain H.S. Goof

We announced a few issues back that the Rocky Mountain hare scrambles in New Hampshire was canceled, but we were wrong. It is happening; actually it's happening this weekend as we type this. Cheri Alix will be there covering it for us, and we sincerely hope they don't lose a lot of attendance because of our inaccurate reporting. Sorry, guys....

American Earthen Trails

Sidney Dickson is at it again! In his latest escapade, Sidney is going to cross the U.S. once again, this time in companionship with his new wife, Bridget. Will Bridget ride? Yes, perched daintily aboard a Ural sidecar mounted on a KTM RXCe 620 LC4. This unlikely rig was constructed by Doug Bingham of SideStrider in Van Nuys, California.

"I don't know if a sidecar has ever been fitted to a KTM RXC, but we're going to give it a try," said Sidney before the trip. They

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)	AMA
P.O. Box 478	P.O. Box 6114
Ellington, CT 06029	Westerville, OH 43081
(860)875-5757	(614)891-2425
East Coast Enduro Association (ECEA)	New York Trail Rider Alliance, NYTRA
RD 4, Box 5671	New England-New York Coalition, NENYC
Jonestown, PA 17038	8 Komar Drive
(717)865-0601	Charlton, NY 12049
Vermont Trail Riders Assc. (VTRA)	New Jersey Trails Conservancy (NJTC)
P.O. Box 136	1799 Route 38
South Pomfret, VT 05067	Mt. Holly, NY 08060
Pennsylvania Trail Riders Association (PATRA)	District 6 Sports Assc.
Box 77	P.O. Box 554
Thomasville, PA 17364	Lebanon, PA 17042
Racer Productions (AMA GNCC Series)	(717)272-6896
Route 7, Box 459	SETRA
Morgantown, WV 26505	5165 Thompson Mill Rd.
(304)284-0084	Lithonia, GA 30038
Budds Creek MX/H.S.	Blue Ribbon Coalition
(301)475-2000	P.O. Box 5449
	Pocatello, ID 83202
	(208)237-1557

THE REST of the WORLD

AMA Fights Trail Closure

According to a news release dated August 26, the American Motorcyclist Association (AMA) plans to enter into a lawsuit challenging the U.S. Forest Service's decision to severely restrict off-highway motorized recreation in the Daniel Boone National Forest in eastern Kentucky. This is in response to an earlier announcement by the Forest Service, wherein the USFS revealed a plan to reduce the number of motorcycle and ATV trails in the forest by nearly 90 percent; from 800 miles to only about 100 miles. The AMA and the Ohio Valley Trail Riders tried to appeal the decision, but were turned down.

The AMA will enter into the lawsuit with the Ohio Valley Trail Riders; and to that end they have pledged \$5000 to get the lawsuit started, and is now soliciting donations from concerned motorcyclists to further fund the legal challenge. The AMA plans to match, dollar for dollar, every donation

made by motorcyclists to the legal defense fund.

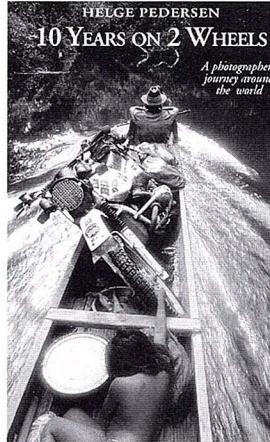
With motorized recreation banned completely in the Hoosier National Forest in Indiana and also in the Shawnee National Forest in Illinois, the Daniel Boone trails represent one of the last major riding areas in the region. According to Robert Rasor of the AMA, Forest Service officials had not demonstrated any compelling reason for the closure, and that officials within the agency had admitted that their plan does not adequately provide for off-highway motorized recreation.

To contact the AMA about this issue, call them at (614)891-2425.

Coffee Table Travel

Speaking of cross country and around the world trips, a book you might want to check out on the subject is *10 Years on 2 Wheels*, by Helge Pedersen. Pedersen, a resident of the Seattle, Washington area, originally printed this book in his native Norwegian in 1994. Since then, he has returned to Central and South America, and added Mongolia to what has become a 500,000 km adven-

ture. This second edition of the book has been updated and translated into English, and should now be titled "14 Years on 2 Wheels." Whatever, we hear it's a fascinating read, and chock-full of Helge's incredible photography. The catalog says, "It's a true experience, the kind we all dream about. The difference is Helge did it, and he recorded it expertly on film." The size of the book is 9 X 12 inches, hardbound, and 208 pages, and it sells for \$48. Available from Cycoactive, whom you can call at 1-800-491-CYCO.



AMA Is Moving

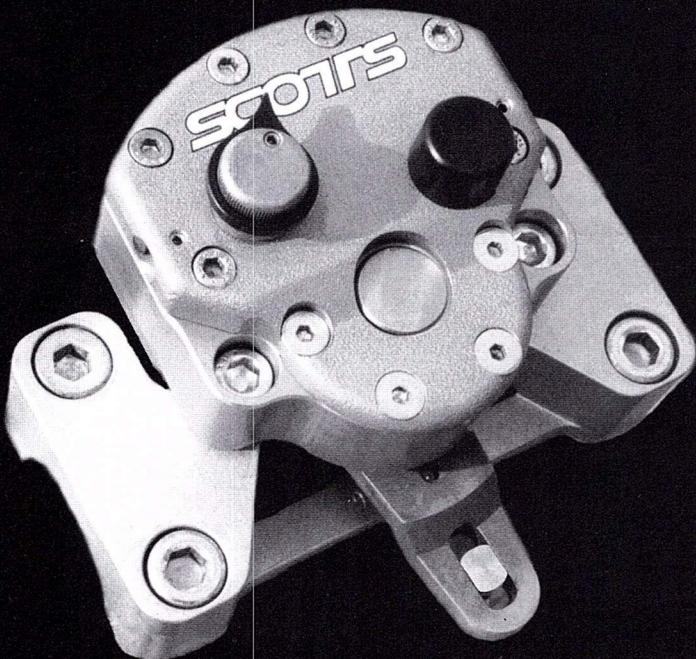
The American Motorcyclist Association (AMA) has purchased property and will move its administrative operations and the Motorcycle Heritage Museum to the new location during 1999, the Association's 75th anniversary year.

The new location is a 23-acre wooded campus with 56,000 square feet of office space, located about 30 minutes from the AMA's current headquarters in Westerville, Ohio. The site is off Interstate 70, just east of Columbus, Ohio, and the facility provides an ideal opportunity for future expansion of the Motorcycle Heritage Museum.

Need We Say More?

Mike Lafferty
Ty Davis
Randy Hawkins
Destry Abbott
Scott Plessinger
Steve Hengeveld
Tommy Norton
Dick Burleson
Doug Blackwell
Johnny Campbell
Ricky Johnson
Scot Harden
Tom Webb
George Waller Jr.
Josh McLevy

Larry Roeseler
Matt Stavish
Donny Book
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More information and a photograph of the AMA's new Pickerington headquarters will appear in the October issue of American Motorcyclist magazine, due for distribution to the membership during the first week of September.

Big Changes for '99

Yamahas

Yamaha Motor Corporation announced this summer large changes for the '99 YZ line. The YZ400 four-stroke, for example, has gone on a diet, reputedly losing a fair amount of weight and picking up chassis strength from more careful engineering. The 400 has a new swingarm, Excel rims, and a new hub to show off. Yamaha also increased the size of the rear brake rotor, making it a little easier to haul the beast down, and the '99 price remains the same at \$5799 suggested retail. We think it's pretty cool; after all, with no major threat to the YZ400's new turf from the competitors, you would assume that Yamaha would have little incentive to change the bike, instead opting for Bold New Graphics (BNG). But they spent some bucks for '99, and the YZ400 is an even better bike. We gotta get one...

Major changes were also recorded on the

YZ250. Yamaha changed the engine specifications, as well as the hubs, rims, tires and suspension. The 250 has a new swingarm, and the rims used are Excel, just like the 400. The bike has also been given a new shifting mechanism, similar to the 400, that should make it shift slicker than deer guts on a door knob. The 125 gets the same sort of treatments, with a new motor, new chassis details, wheels, carb, and more.

Basically, Yamaha changed them all seriously for the better, and apparently the prices remain the same for 1999. How can they do it? We don't know, but we just want to ride the bikes, and when we do you'll read about it.

KTM Weekend

KTM Sportmotorcycle recently held their annual dealer introduction and reception, this year renting out the Rock & Roll Hall of Fame in Cleveland, Ohio, for a party on a Sunday night. 500 dealers and guests were on hand for the celebration, which saw KTM's Scot Harden and Rod Bush receive awards from the AMA for their participation in the National Geographic Explorer series show earlier this season on the ride across Chile with Malcolm Smith and Lyle Lovett. The awards were presented by Ed Youngblood, and then KTM's Rod Bush handed out awards to several long-faithful KTM employees. Finally,

John Penton



Malcolm Smith, Lyle Lovett, Scot Harden, and Rod Bush at the KTM dealer show.

John Penton was inducted into the KTM Hall of Fame and thanked for his vision that brought KTM to America 30 years ago.

The next day the celebration moved to a local motocross park, after visiting the new KTM offices in Amherst, Ohio, where everyone really got to have some fun. About 30 new 1999 KTM and Husaberg machines waited for the dealers to sample, including a new Husaberg 400 four-wheeler and selected two-wheelers, the new LC4 dual sport bikes, and all the KTM two strokes. The cool part was waiting on line to ride the next bike, and jockeying for position with Lyle Lovett and Malcolm Smith, who were also riding as many bikes as they could. What a great day! KTM has a ton of models to sell this year, no major new machines, but plenty of cool detail refinements—like hydraulic clutches for all the two strokes, to mention one. We'll tell you more about them as we go along, but we're already lobbying for a few test bikes. □

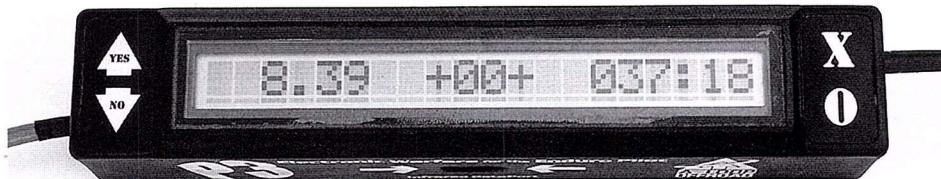
PaceMaker 3

Electronic Warfare for the Enduro Pilot

The modern enduro battlefield is a dangerous place, full of obstacles that make it hard to survive, much less take home a trophy. You need every advantage on your side in order to win, and the new PaceMaker 3 gives you more powerful features than any other timekeeping device available.

Wide Display Screen The PaceMaker's large screen shows your odo mileage, clock, and plus/minus pace all at a glance. When programming, the easy-to-follow menu's prompt you in plain English, so there's no need to have the manual on your lap every time you enter race data.

Infrared Download The P3 uses wireless infrared transmission to connect one P3 to another for instant program loading. You can clone one P3 from another without dismounting them from the bike, even during a race if you need to. Our optional RaceMaker Windows program lets you build race programs on your laptop or desktop PC and download them into your P3 for ultimate convenience. You can save, rename, or E-mail P3 program info, or post it on Web sites.



Optional Audible Alarm Ride faster, safer, by watching the trail instead of your computer. The P3's loud audible alarm alerts you to upcoming possible checks, but only if you're on time or

early. If you're late, just race as fast as you can, the P3 will tell you when you're back on time. The P3 makes it easy for everyone to "Ride Possibles".

Advanced Features Like "Clock Adjust" which lets you reprogram or restart your P3 even after the race has begun. 9-volt batteries provide reliable power, and are easy to find and inexpensive. Remote thumb switch allows you to adjust your odo without taking your hands off of the handlebars. Dual Sport mode with speedo, trip, and total odometers. Plus dozens of internal improvements to ensure reliable running under the worst conditions imaginable.

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DAVE COOMBS

1941-1998

Mourning the passing of the greatest off-road racing promoter of our time

Dave Coombs passed away this week, and the world just isn't going to be the same. Dave was one of those rare individuals who was tough as nails but still possessed a heart and soul. He could lay out a race course—or even a trailride—as if he was the meanest, most vindictive man who ever crawled out from under a rock, but then he'd stay right there at the nastiest spot just to make sure everyone got through it safe and sound.

Well, maybe he wouldn't be there, but he'd send his sons out to help.

Or maybe he'd send somebody he knew really well...but who he sent isn't really the point. The point is he'd care about his racers, and even if he never sent anybody out to help drag them out of the mud, he'd be real concerned about it as he watched the race from a dryer vantage point.

I'm sorry, it's hard to write this from a completely serious vantage point, because I've known Dave Coombs and his family for a long time, and I've been the victim of more than one of his races. It might have been back in 1979 that Larry Maiers, now known for his work on cable TV's Speedvision and then one of the principals



Dave's leap to fame was the Blackwater 100, an event that put Davis, West Virginia, on the map and the Coombs name in every off-roader's household.



Big Dave with most of his kids, a few years back. Davey Jr. is the owner/publisher of Racer X Illustrated, a very successful cult/motocross/offroad magazine, and Carrie Jo is a lawyer in Morgantown, West Virginia, as well as the promoter of the Appalachian Dual Sport Tour series, which includes the Blackwater 200. Tim Coombs works with Jeff Russell, Carrie's husband, on all the GNCC courses.

of the Hi-Point off-road accessories company, sent in a story on the Blackwater 100 to a magazine I once worked for. He'd written this funny tale about a quirky hare scramble in West Virginia where it was a toss up as to whether the competitors or the promoter were more off their rocker. The highlights of the article were mud, more mud and bogs—endless peat bogs where riders could only get across by holding it wide open until they hit something and went sailing over the bars.

We figured it couldn't be true, but we printed the story anyhow. After the story hit

the newsstands we started getting calls from this guy named Coombs, who sounded for all the world like the king of the hillbillies. At the same time, he was carefully articulate in the way he alternately goaded and insulted us, finally saying that he understood that people from California were all sissies, but if we didn't want to come ride his little race we could just come on out to West Virginia in the early summer and he'd find us a clean spot to watch from.

Well, we finally went out to the Blackwater 100 in 1981, and discovered one of the richest lodes of insanity that an off-road

journalist could ever hope for. Coombs had put together, in this compact little town way up in the hills of nowhere, a race that almost defied description. I don't know what we expected of Coombs himself, but for some reason the real person was somewhat surprising. Maybe because the West Virginia hill dialect makes people sound slow and, well, dumb when they want to sound that way, it was a surprise to find a thin man of average height who was obviously sharp as a razor and completely on top of everything that was happening. Coombs had only been doing the Blackwater for a few years, and everything, from a variety of seemingly unrelated events in town to the 25 miles of ribboned course, was under control.

It was surprising also to see the relationship he had with his riders. Always before the event he would get up and conduct an elaborate riders meeting. For a good half-hour or so he would describe the course in its entirety, carefully pointing out where everyone was likely to get stuck, where everyone was going to crash, and just how completely they would drown their bikes if they did something wrong in one spot or the other. Along the way he would severely stretch the truth, referring to a half-mile long peat bog as a "damp spot" on the course, calling a three-foot deep ditch across a fifth-gear straight a "pretty little stream that you're likely to find spectators picnicking alongside" and calling a section of bike breaking boulders a "pea-gravel road." He'd also do his best to humiliate everyone he knew, especially us "Californians" (I was from New Jersey, my



Dave worked tirelessly on his events, and usually raced them himself. His crews really wouldn't rest until everyone—or almost everyone—was pulled out of the Blackwater bogs and safely back in town.



One of the certain treats of a Coombs' event was any rider's meeting conducted by Big Dave. Here he holds court at the Blackwater 200 dual sport.

editor was from Ohio), and the end result was a riders' meeting that was the funniest stand-up act in town.

However, for all his joking and carrying on, he always showed up at the head of the starting line to wave off each row of riders personally, then he'd start up his bike and attack the course himself, at the back of the pack, riding in the Senior class. I know that more than once I passed him stuck in one of his own bogs, and I'm convinced he never had a cheating bone in his body.

At that time, the Blackwater 100 was just one event in Coombs' "100-Miler Series," which was a collection of hare scrambles, each of which was roughly 100 miles long. Riders at the time told us that yeah, Blackwater was tough, but you ought to ride such-and-such a race, because Coombs made that one seriously nasty.

We never believed them, either.

As the '80s progressed, so did the Hundred Miler Series, and eventually it turned into the Grand National Cross Country Championship, and then into the premier off-road series that it is today. The last time I saw Dave was at the Manahawkin, New Jersey GNCC, just this past June. The very existence of that event is a testimonial to they way Dave followed his heart in everything he did. It was a club hare scrambles, but my friend Lindsay, a Meteor Motorcycle Club member, believed in the course enough to want more from it, and called up Coombs cold, and asked him if he'd ever consider holding a GNCC race in South Jersey.

Well, yes he would, was the answer, and he came up here to check the place out. I went down to help show the place off, since I was the only guy who knew Dave at the time, and we took him for a tour of the existing course and then went out to dinner at a seafood restaurant out on the Island. I never saw a man eat so many clams—clams on the half shell, clams casino, steamed clams—he ate clams like a person with some sort of a shellfish deficiency. When Lindsay finally got up the nerve to ask him what he thought, Dave said "Are you kidding? You give me a chance to come back to the Jersey shore, eat all these clams and get to spend time in Atlantic City? Shoot, I don't care if we run them up and down the road all day, we're gonna have a race here!"

And did we ever. But the week before the event I was talking to Dave's son-in-law, Jeff Russell, and he said Big Dave probably was-

n't going to be at the race. Dave had been fighting leukemia for a while, and it was getting real bad. He was probably going to go in for a bone marrow transplant right before the race, so don't expect to see him there.

But there he was on Saturday, dressed in his grungy riding

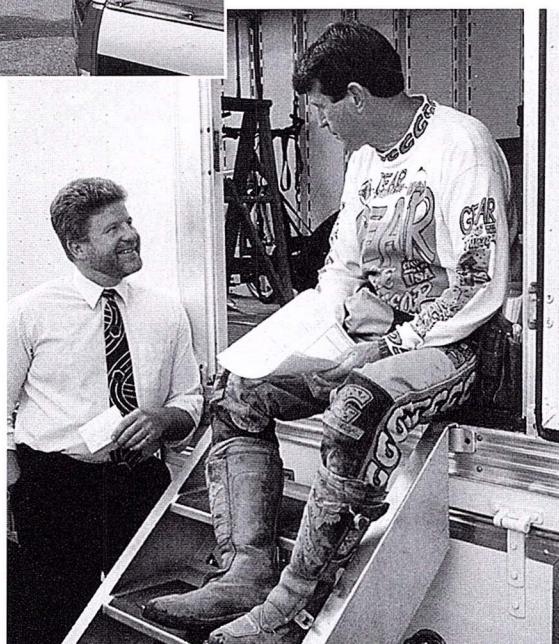
tee he'd hit you back; and he didn't know how to bend. I can't even imagine how much pain and discomfort he was in, hustling around his race track this spring like he was in his twenties and perfectly fit. I mentioned it to one of his family and they quietly told me "You wouldn't recognize him at night. He'll go back to the room and just collapse."

Nothing would stop him, though, just like the Blackwater bogs. You keep going until you wear your bike out or blow it up, and he kept going until his body just gave up. He was the toughest. He whupped them all, until he finally got to that one bog he couldn't get through, and that's where he finally stopped.

It isn't going to be the same now that Big Dave is gone. Certainly his race series are going to continue. He knew how to spread the work around so that one person wouldn't be missed, including himself. Jeff Russell and the Coombs family—Rita, Carrie Jo, Davey and Tim—will keep it going just as good as it's been all along, but a big piece of the GNCC's soul is gone now. Who else in the family business would risk a new race site on a bushel of clams and the chance to smell the ocean once again?

Dave's soul was the soul of the Blackwater 100 and that original 100-Miler series. Take the risk, don't listen to the hand-wringers, and follow your heart. He built a legacy that has already carved itself a place in the history books, and will live on through the efforts of his family. But he will be missed by all of us, everyone he lied to at

the Blackwater 100, all the lives he touched through some of the greatest race promoting in history. Godspeed, Big Dave. □



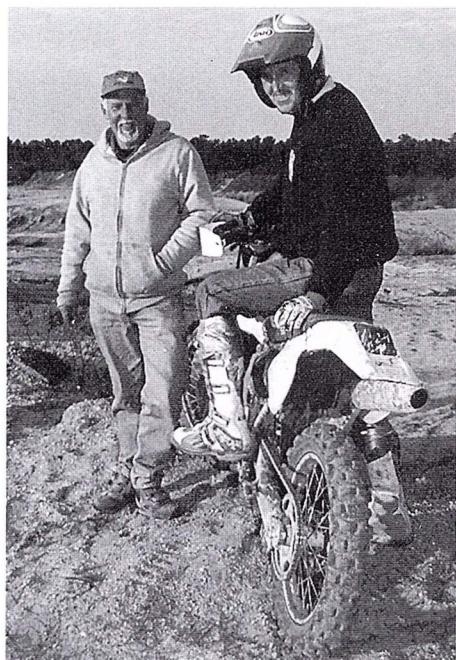
For a while, Coombs' Blackwater events were the crown jewel of Tucker County's fund raising efforts. Here Dave makes nice with Sandy, from the county chamber of commerce.

gear, flopped down on the ground talking to his course workers. I said I was surprised to see him, but he laughed and said he wasn't about to miss this one, there were still clams left to eat. They had just finished wrapping up the Quad class races and were headed over to the golf course to get a round in before dinner. He didn't look any rougher than normal; you could hardly tell how sick he was. The next day he was back out, zipping around the course on his bike, making sure everything went well, and afterwards was perfectly pleased with the event.

They wrapped up the GNCC circus tents that afternoon, and he headed off to the next venue. What with the GNCC, High Point motocross and the Amateur Nationals motocross, there was no time to waste. This was the Coombs family working season, and there wouldn't be a break until the fall.

I'm not sure how these things work, but it was obvious that Dave kept putting off the bone marrow transplant. Maybe he went too long, maybe it would have never worked no matter what, but in early August we received word that he finally went in for the operation but it didn't work out, and on August 3, 1998 he passed away without ever really waking up from the operation.

It was difficult to believe, because Dave Coombs was as tough as nails...no, he was tougher than nails. If you hit a nail wrong, it'll bend. If you hit Dave Coombs, I guaran-



The last time we saw Dave was when he came to town this spring and put on the first ever GNCC race in South Jersey. He thoroughly enjoyed himself, both in planning and putting on the event, and you'd never know he was sick. He was the toughest. We're all going to miss him.

NEW ENGLAND ENDUROS

Mainly Rain at New England Championship

Hines slips and slides to the front

By Paul Clipper

Round 4 Somers, CT 7/12

The one factor very apparent to everyone at this year's New England Championship was rain, and plenty of it. All of New England was pounded unmercifully on Saturday, and Sunday morning dawned dreary and wet, with intermittent showers. This left the northern Connecticut woods and farm fields saturated and slippery for the event, and new tires were definitely a big help to anyone who had them.

One person who was obviously prepared was Kevin Hines. He had ridden the Saturday loop of the New Hampshire Classic Charity Trailride the day before, and then suited his YZ400 up with new tires and whatever else it needed. He attacked the first sections of the event with his usual



Raffi Peterson ended his winning streak at the New England Championship, posting a DNF for the day.



Sidehack class? In the past, yes, but this is just one of the club members checking out the trails.

intensity, and from the first check let it be known that the race was going to be for second place that day.

Hines' main competition came from Tech Tubes' Bob White, who started on the minute in front of Hines. "I wasn't riding very good in that first section," said White, "I got out of control on the grass track and caught a sapling with my brake pedal, and it stopped me cold. Kevin got by and I think he got me by two points by the time it was all over." In the afternoon, White had a better ride going. "Kevin got by me again, but then I actually caught up to him and stayed with him through a couple of sections. It didn't look like he liked to jump that four-stroke, and on the CR I'm perfectly comfortable jumping the big puddles on the cart roads. So he finally let me by and I thought



Kevin Hines led the pack on his YZ400, slipping and sliding through the Connecticut woods.



Bob White spent the day on the gas, came closest of anyone to Hines' score. He finished first AA with 19.

'Great, now I'm sure to crash...' but I managed to stay upright."

Passing Hines must have made it a great day for White, but enduros are won on points, and Hines still finished up with a five point cushion on the Honda pilot. At the final check, Hines pulled up along side White and told him "Riding behind you was better than going to the movies!" It must be nice to be able to provide a national star with quality entertainment!

Third overall for the day was Hans Neff, on his 200 KTM, with a 20-point ride. Also on one of the Austrian 200s was Pete Tanner, who put in a great ride to finish fourth overall and the High Point A award, with a 21. Fifth overall went to long-time KTM rider Paul Milliken, who dropped 22 points.

B Veteran rider Seward Ogden took his

New England	A Four Stroke
Championship Enduro	1. D. Szlachetka Yam 24
Class Results	2. Bill Drummey Hon 27
Kevin Hines Yam 14	3. Dan Hayes KTM 75
Overall High Point	4. Fred Goldberg Hon 24
Peter Tanner KTM 21	2. Geoff Wurlitzer CRE 28
High Point A	3. Ron Stavens KTM 31
Seward Ogden Yam 36	4. David Kelley Hon 32
High Point B	5. Michael Kelley Suz 32
Mike Carpenito Hon 52	A Senior
1. Bob White CRE 19	1. Jerry Randall Yam 25
2. Hans Neff KTM 20	2. Irv Witkop KTM 33
3. Paul Milliken KTM 22	3. Roger Rodrigue KTM 34
4. Sam Fischer CRE 25	4. Bill Johnson Kaw 40
5. Jim Burns Hbg 29	5. Jim Stoddard KTM 52
A Bantam	B Bantam
1. Steve Antoniou KTM 25	1. Mike Peristere Yam 42
2. Dean Olsen KTM 29	2. Joe McLaughlin Kaw 43
3. Jason Rawlings KTM 40	3. Mark Bouvier KTM 53
A Light	4. Mark Beauregard KTM 53
1. Eric McEachern Yam 22	5. Shaun Pimental KTM 54
2. James Cooney Hon 24	B Light
3. Kemp Stewart Hus 26	1. Alan Ross KTM 43
4. Mike Nash CRE 28	2. Bob Stadler Hus 45
5. James Kelly Hus 29	3. Eric Landon Kaw 55
A Heavy	4. John DeSimone ATK 58
1. Bill Sironen KTM 43	5. Scott Hoginski CRE 65
	B Heavy
	1. Thomas Canisi KTM 60



Hans Neff took a gamble on some of the sections and wound up with the big payoff.

Yamaha to the front of the pack, besting all the B riders with a 36 and taking home the High Point B trophy. He was followed in by Mike Peristere with a 42, and Joe McLaughlin, who finished up with a 43. Mike Carpenito topped the C class, winning High Point C with 52 points in the C Lightweight class. His main competition came from Michael Corbiel with a 57 and Todd Jones, with a 58.

Tri-State Triumph for Hans Neff

A busy day in the rocks

Photos by Cheri Alix

Round 6 Oxford, MA 7/19

KTM 200 rider Hans Neff made it a point to hang it all out at the annual Tri-State enduro, finishing up the ride with 29 points and a two-point cushion over second place. His strategy must have been to conserve energy for the end, since the first two sections saw him lagging behind, compared to his competitors' scores. Best scores through the first section were all three points, posted by Bob White, Jason Cayer, and James Kelly; and in the second points-taking section Kelly took a commanding lead by finishing with another three points at the check-out, while Neff, Cayer and White posted five, four and five respectively.

It wasn't until the last sections, starting with check eight, that Neff turned up the fire. Check seven saw all the top riders check in with two points and change, and after that the race complexion changed. Neff went 3-2-2 over the final three checks, compared to a 4-3-4 for Kelly, 5-3-3 for Cayer and 4-3-5 for White. This last minute rally for Neff gave him a grand total of 29 points, giving him a slim one point lead over Kelly at the end. Kelly went on to win the High Point A award for the day, while Cayer was credited with first place in the

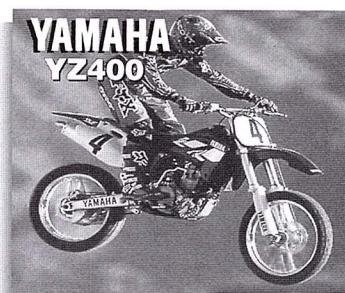


James Kelly ran right at the top all day, but was clipped for a minute by Neff in the last section.

AA class with 33 points on his card. White was second AA with 35 points, followed by Rick Claxton with a 42.

B class action was dominated by Anthony Reo on his KTM, who jumped out front early on and finished up with 52 points to

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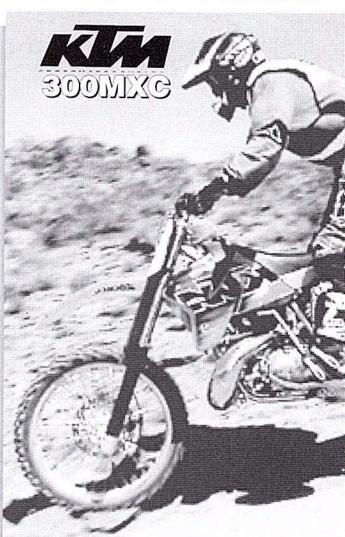
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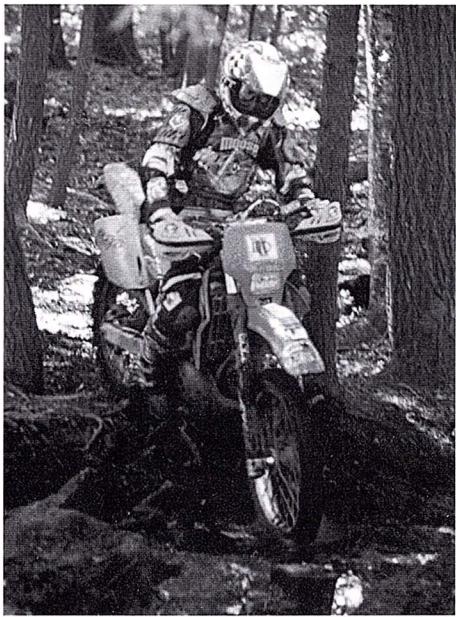
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Jason Cayer picks his way through a rocky spot at the Tri-State. Jason couldn't get going, and wound up settling for first in the AA class with a 33.

his name. He was shadowed by B Veteran riders Marty Griff (55) and Dave Dugas (56). High Point C was nabbed by Scott Harrington, who came in with a blazing 43 points. He was followed up by C Veteran rider James Simmons with a 44, and C Senior rider Mike Mumford who posted a 46 in that class.

Tri-State Enduro		1. Bill Drummey Hon ck.9	1. Pat Armstrong CRE 71	3. Tom Curtian Hon 97
Hans Neff	KTM 29	A Veteran	2. Jim Copeland KTM ck10	4. Carmen Martone Suz 99
Overall High Point		1. Fred Goldberg Hon 35	3. P. Vanryswood KTM ck10	5. Doug Simone KTM ck.8
James Kelly	Hus 30	2. Geoff Wurlitzer Hon 46	4. Art Pepin KTM ck.9	C Four Stroke
High Point A		3. Kenny Held Suz 51	5. Mike Stone Hon ck.8	1. Jim Green 63
Anthony Reo	KTM 52	4. Michael Kelley Suz ck.6	B Veteran	2. David Oram 65
High Point B		A Senior	1. Martin Griff Yam 55	3. John Grishuk Yam 67
Scott Harrington	KTM 43	1. Bill Johnson Kaw 70	2. Dave Dugas Kaw 56	4. Karl Towsley Suz 82
High Point C		2. Irv Witkop KTM 74	3. Seward Ogden KTM 57	5. Jack McGrath Hon ck.9
AA		3. Jim Stoddard KTM ck.10	4. Kevin Corbeil KTM 69	C Veteran
1. Jason Cayer	KTM 33	4. Dave Kelly Hon ck.8	5. Ron Lemieux Kaw 70	1. J. Simmons KTM 44
2. Robert White	CRE 35	5. Roger Rodrigue KTM ck.6	B Senior	2. Chris Singer KTM 52
3. Rick Claxton	CRE 42	B Bantam	1. Bob Kamay Kaw 66	3. Nick Destito KTM 55
4. Paul Milliken	KTM 43	1. David Harris KTM 60	2. Peter Anania Hon ck.10	4. Stephen Young Kaw 56
5. James Burns	Hbg 47	2. Doug Douchette Kaw 66	3. Ronald Pratt Kaw ck.10	5. Don Schucht Suz 56
A Bantam		3. Mike Peristera Yam 66	4. Pat Guiney Kaw ck.10	C Senior
1. D. Szlachetka	KTM 40	4. Mark Beauregard KTM 72	5. Dave Mathisen Hus ck.8	1. Mike Mumford Kaw 46
2. Peter Tanner	KTM 45	5. Cory Borovicka KTM ck10	C Bantam	2. Frank Bauer KTM 56
3. Dean Olsen	KTM 51	B Light	1. Robert Bogle Kaw 53	3. Mark Rivard Kaw 57
4. Steve Antoniou	KTM 59	1. John Cardozo KTM 58	2. Heidi Landon Kaw 56	4. Hal Cardozo KTM 57
5. Dan Cowan	Kaw 70	2. Bob Stadler Hus 65	3. Daniel Webster Kaw 76	5. Jeff Fluckiger KTM 59
A Light		3. Scott Hoginski CRE ck.10	4. Gary Bill KTM ck.9	Super Senior
1. Kemp Stewart	Hus 46	4. Ryan McKenzie KTM ck10	5. Scott Petrino KTM ck.3	1. Keith Goodell CRE 39
2. James Cooney	Hon 61	5. Eric Block KTM ck10	C Light	2. Gordon Razee Hon 41
3. Luis Colom	Suz ck.6	B Four Stroke	1. Erik Dahl KTM 52	3. Tom Farley CRE 49
4. Raffi Peterson	CRE ck.2	1. Rick Sagun Hon 70	2. Chris Bitgood CRE 65	4. Ernie Mellor KTM 52
A Heavy		2. Ken Semerjian Hus ck.8	C Heavy	5. Paul Lussier KTM 56
1. Bill Sironen	KTM ck.9	3. Austin Jalbert Hon ck.4	1. Gene Howe Suz 75	Women
A Four Stroke		B Heavy	2. Robert Nolin Hon 94	1. Paula Stewart KTM ck.3

There's been plenty of opportunity in the Women's class, since Heidi Landon moved to the C Bantam class, looking for more competition. Dawn Silvia took the Women's class at New England Championship, while Paula Stewart was the winner at Tri-State. Heidi has been turning heads with more than her molecular structure these days. She finished sixth in class at the Connecticut run, but since has been getting faster and faster. At Tri-State she was second C Bantam, and tied

for seventh overall C. We see a C class High Point in her future if she keeps it up!

The Super Senior class this year has been a raging battle between Keith Goodell and Gordon "Bobo" Razee, and so far Keith has been taking the point. Goodell scored the wins at both Tri-State and New England Championship, and seems to have his sights set on the overall trophy for the year. It's a long season, and we'll see how it's all going next month. □



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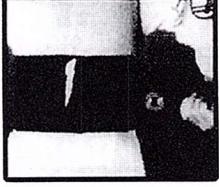
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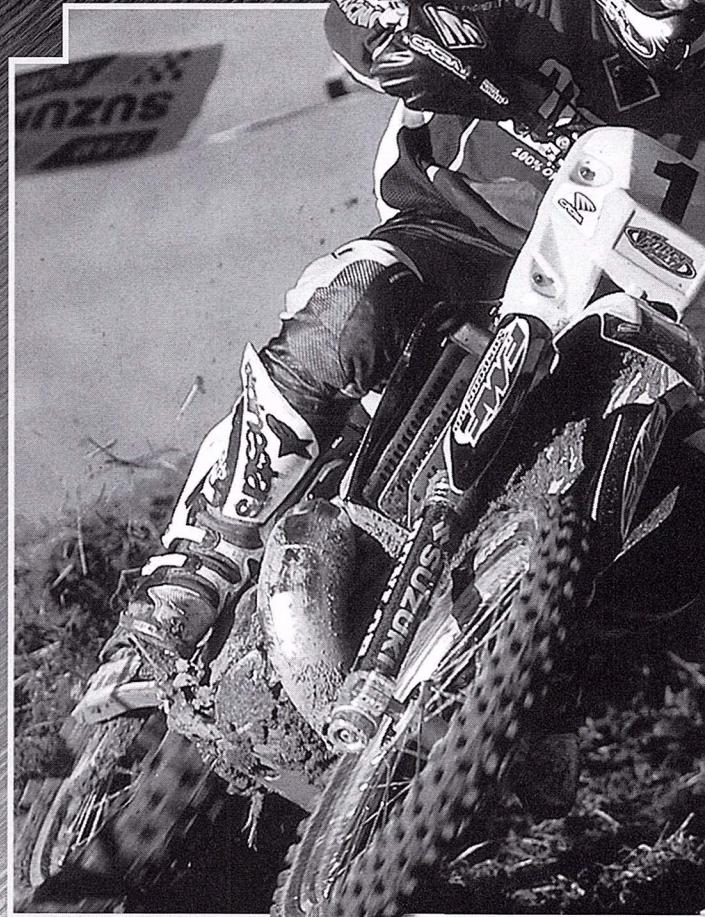
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RIGHT TO RIDE

(Now on the "Endangered" List)

By Kim Orndorff

Imagine it's not often that many of you wander out to Utah for some trail riding. Not that you shouldn't, mind you. Come on out, call me up! The riding here is excellent and ranks right up there with sex, excellent food and perfect suspension for satisfaction. We have everything from sand to slick rock, tight trees (complete with over-your-handlebars roots), streams, washes, technical goat trails and wide open desert. You want fun for the family? We got it! You want macho nasty study five-miles-takes-all-day stuff? We got it. You wanna jump off some sand dunes because you're either a teenager, or have no brain cells left and you like hospital food? We got it. For now that is. But we are in serious danger of losing much of what we have. And if that happens, a few years from now when you decide to take that family vacation and tour this land that ol' Brigham Young and his platoon of significant others settled, well, you best bring your hiking boots and horses. That's all that will be allowed.

There is an environmental trend, backed by very powerful groups (hereinafter known as "environazis"), toward limiting OHV's at best, and at worst, banning them altogether on public lands nationwide. Out here in Utah, we have oodles of beautiful BLM land, and the environazis will not be happy until they lock it all up by designating it as "wilderness." To be exact, the current proposal by the lunatic fringe is 8.5 MILLION acres of wilderness in Utah alone. No, I'm not kidding.

Whatever state you ride in, you may have lands designated as "wilderness." These lands were created as a result of the 1964 Federal Wilderness Protection Act (fun reading in case you can't get to sleep some night). The environazi propaganda would lead you to believe that without "wilderness" status, federal lands are in jeopardy of strip mines, subdivisions and alien landing strips. That unless and until federal lands carry such status, the godless hoards of OHV's, bicyclists and jeeps will rip up every square inch of land with their knobs and turn the land into a junk heap. This scenario is promoted by environmentalists' choice of words, and these gorgeous scenic pictures cleverly designed to make you feel warm and fuzzy about your support.

For example, they liberally use words like "Preserve" and "Protect" (the opposite of which is "destroy"). Unless you are in their corner preserving and protecting, you are obviously "destroying." Unless you are for wilderness, then you are for "ripping up the land." But since we're playing the opposites game, let's try this. The opposite of "free-

dom" and "liberty" is control. And control is ultimately what these groups are after. Simply put, once land is designated "wilderness," it means that there are only two acceptable forms of travel; foot and horseback. No jeeps, OHV's, mountain bikes, skateboards, wheelchairs, cars, in short nothing mechanical whatsoever. You can't land a plane or helicopter even if there is a life threatening medical situation (even if you run out of beer). Lost and/or injured hikers can only be rescued on foot, horse-

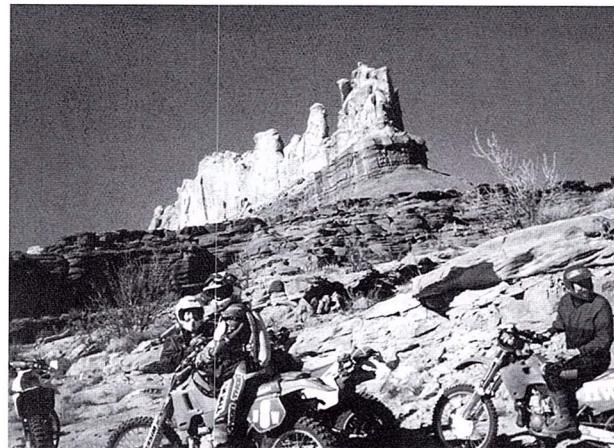
west, north, south or living in Kansas. Rational would be those of you who believe man and nature can coexist and that two-strokes have not single-handedly destroyed the ozone layer. Your voice to your elected official is as powerful as mine because final decisions on wilderness areas are made by Congress, not the citizens of the state in which the wilderness exists. Our nations' freedoms are being decided by a handful of politicians (i.e. lawyers and/or people who have a higher credit line on their Visa than the average person's mortgage). That's who makes up Congress. That should scare you worse than seeing a dead fermenting cow lying in the middle of your trail. These politicians decide if you can own guns, if you can ride your motorcycles on trails they'll never see and don't care about, if you have to wear helmets and seat belts, how much tax you pay, and whether or not you have the right to burn a flag, discipline your children, or send hate mail to the IRS.

These elected officials have a fairly simple agenda when it comes to passing legislation. 1) Will it get them more money, or 2) Will it get them reelected so they can get more money. That's a fact. If you, I, and a few million other voting citizens out there don't make our voices heard, then gobs of beautiful land is going to come under lockdown.

So I'm adding to your list of things to do. Write editorials, send letters to your representatives. Inform your friends and neighbors, watch out for your own states! What happens in Utah sets a precedent for other states and their wilderness decisions. Next time it might be your back yard in trouble—and you'll want help.

But don't go yelling from your pulpit, you need to sound informed. Here's some very basic history. There will be a quiz later.

Back in the early 1960's, public lands were afforded little, if any protection. Most environazis were in diapers. In 1964 the federal wilderness act was passed, and since 1976, all lands remaining to the government are to be owned by the federal government in perpetuity. All these lands are now subject to all federal environmental laws, the majority of which have passed since the 1964 wilderness act. For example, since 1964, it is impossible to even build a road on federal land without federal permission, mining operations must now prove that they are economically viable, and there are stringent requirements for mine reclamation. The Endangered Species Act of 1973 has provided additional federal protection for threatened birds, mammals, insects and yes, even plants. (For example, as trail riders and race organizers, we have happily complied with BLM commandments to stay away from an area where lurks a



"Behind the Reef Road" in the San Rafael Swell in southeast Utah. Just one of the many beautiful riding spots to be consumed by "wilderness."

back or by magic fairy dust. Violation of wilderness designation for any reason, is subject to fines or criminal action. Yee-haw.

Toward the end of July 1998, the Utah Wilderness Coalition proposed that 8.5 million acres be set aside in Utah as "wilderness." 8.5 million acres is 13,600 square miles. That's more than one and a half times the size of New Jersey. Emery County, Utah, alone would lose 48.3% of ALL it's land to wilderness if this goes through. Emery Countians will have to buy stock in hiking shoes.

First of all, why should you care about what goes on in Utah? The same reason I care if the Statue of Liberty gets knocked down out in New York, or that your trails get closed in New Jersey: because we're fellow riders. Because when you, or your kids, or your friends come here, unless you got a time, good horses, or you can hike a bazillion miles, you will be locked out of some of the most of the beautiful scenery in the nation. Think about it. How far do you think your five-year old can hike? And how far will your 15-year old go without his CD player? And you, are you ready to hike 50 miles carrying your tent, food, bug repellent and T.P. so you can go potty in the poison oak (which I do not believe is on the Endangered Plant List . . . yet)?

We need the help of every rational human being out there, whether you're east or

plant known as the "Four-Winged Salt Bush." We have no idea what the plant looks like, but it sounds dangerous).

My point here is this: Because of current land management techniques, and because there is a lot of land to ride on, the BLM land in Utah currently open to trail riding looks pretty much like it did 30 years ago. There are some jeep trails, motorcycle trails, old mining trails, abandoned railroads from the late 1800's, in short there is a wonderful history and legacy out here that is available to every person in this nation who can hop in a Jeep or truck, ride a mountain bike, OHV, hike, horseback, motorcycle, roller blades, skateboards, camels, whatever. This means that everyone has the opportunity to view much of Utah's spectacular country, including those disabled by physical and/or medical problems.

We currently have wilderness study areas, and most of us would agree with designating between one and two million acres of wilderness here in Utah. Despite what you may have heard or read, no one is carving swathes of mines, trails or building McDonalds to destroy the view. Take a look at the picture. You see any Golden Arches? The picture you see is of me and two of my buddies out on a trail known as the "Behind the Reef Road" in the San Rafael Swell in southeast Utah. As you can see, the view is spectacular, the ride is moderately challenging and very fun. We have been told that this trail does not "exist," though the road was constructed in the 1950's and 1960's during the uranium boom. The road (that doesn't exist, that our bikes are sitting on) is currently the boundary for a BLM Wilderness Study area—and now this road and the whole surrounding area is threatened with complete closure. It is only one of many.

To protect our land and resources is necessary—and is currently being done even now without wilderness designation. Wilderness areas are essential for areas whose contact with man has indeed been so infrequent or rare as to leave scant trace of ever having been there, or for areas whose rare ecosystems are truly endangered. But to wipe out established trails, to insist that because a road or trail exists we have somehow damaged the land and we must allow it to return to the wild, is to make us burn the tree that bears our name. It is saying that we are not entitled to our connections to the past, and we are not entitled to share these connections with our future. It is taking away the freedom of many because of the wishes of a powerful elite group who think granola bars are a delicacy and know bottled water by its bouquet. I think as users of trails we can all agree that we are not asking to open new lands, we are asking to leave the trails we have now. We need to demand that all people be allowed continued access to currently open federal lands, and fight the pressure being applied by those who think that only they can make the best decisions for the rest of the world. And if that doesn't work, by God, I start blockading granola bars and bottled water.

So, what do you do while I'm blockading? You become educated on land issues and the trails you ride in your own state. First and foremost, everyone must be actively concerned with their own little corner. As time passes, you will find that OHV use will

become threatened nation wide. I will stake my brand new motorcycle on that. Use your local clubs, your AMA districts, even your mean Uncle Fester as collective means to fight trail closures where you live. Don't just allow it to happen by your own passivity. There are organizations now whose purpose it is to fight to keep trails open nationwide. One such organization is the Blue Ribbon Coalition. If you can't pick up the fight actively, then your donations can at least partially absolve you of guilt. (For more information on the Blue Ribbon Coalition call 1-800-BlueRib (258-3742), send e-mail to broffice@sharetrails.org or contact their Web site at www.sharetrails.org.)

And pick up that pen or computer mouse and send a letter to your political represen-

tatives. A brief letter saying that you think all environazis should be shipped to . . . okay, bad idea. Using the tons of information you have gleaned from this article alone, write to your local and state representatives. Tell them that you oppose increasing federal control in land usage issues. If you want to help us in Utah now, then specifically mention the 8.5 million acre proposal and plagiarize this article as much as you want. We are a minority—we have to band together for the future of motorized off-road use. And send me a copy of your letter so I can shower you with praise, adulation and a Ferrari. Oh alright, no Ferrari. But come on out to Utah, and I promise to take you on the ride of a lifetime, and show you why these trails are worth every battle we are going to fight. □

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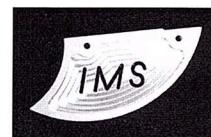
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1998 HUSQVARNA WR125

A surprise re-appearance of a potent 125 woods bike

By Mark Uth

Not long after the new Husqvarna importer, Cagiva USA, got their corporate affairs in order, a factory prepped '98 WR125 showed up at the TR offices for some extended testing. For a welcomed change, we can say that we were genuinely excited. It's been some time since a 125 test bike was in the stable, and we hadn't forgotten that 125s can be a blast in the right riding venue. Additionally, Italian Alessio Chiodi has been charging through the World MX Championship series aboard a CR125, maintaining the hotly contested points lead through the series midpoint.

The '98 WR125 is, in actuality, a thinly disguised version of the bike that Chiodi's works CR125 is based upon, sharing nearly all pertinent motor, chassis and suspension components and specifications. This wasn't always the case, mind you. For years riders used to shudder at the thought of European 125cc enduro bikes. Prospective test riders all-of-a-sudden had pressing appointments for dental surgery. Dealers couldn't hardly give them away, instead forced to use them as floor racks for riding apparel. That's because for a good number of years, European manufacturers sold slow, heavy 125s that could hardly get out of their own way. That's certainly not the case here. The '98 WR125 has the heart and legs of a proven European motocross bike, all dressed up for an off road soiree. And we were ready to party.

Fact is, the WR and CR125 share considerable hardware. The '98 Husky 125s are propelled by the same square dimensioned, case reed motor, fed by the same Mikuni 38mm TMX carburetor, driven by the same six speed transmission, running on identical Zoke/Sachs suspension components front and rear. Things diverge in places you'd expect them. Out back, a legalized exhaust system with a spark arrestor equipped silencer lands on the WR, while the CR gets a free flowing, lightweight muffler. Perhaps the most significant difference, each bike gets its own dedicated ignition, a trick programmable digital CDI unit landing on the CR while the WR comes shod with a more conventional electronic ignition that includes an extra winding for accessory power. Finally, the WR gets all the enduro extras you'd expect, including a powerful halogen head light, an off-road rear fender with integral tail light and an extensive instrumentation package. All in all, the WR125 can claim an impressive list of cool features and trick components.

Evolution

The '98 Husky 125 boasts considerable changes to both the motor and suspension, since the '96 model year when it was last imported into the U.S. While neither upgrade can be wholly discounted, motor upgrades no doubt contribute most heavily to the performance improvements on the

'98 bike. The '96 motor was a short stroke motivator that could have been a screamer, with over-square dimensions of 56mm X 50.6mm. Unfortunately, it was choked by a smallish 35mm Mikuni carb. Conversely, the '98 power plant has been overhauled to mimic the prototypical Japanese 125 dimensions, nearly square at 54mm X 54.5mm.

The '98 Husky mill got a revised power valve design and more significantly, a larger throated carb feeding it. What this results in is a motor that has a decent bottom end, comes on the pipe well into the midrange and pulls hard from there to a respectable

over rev. Other motor changes include the switch to a lighter weight single-walled pipe, and more conventional, low boy type pipe routing. This eliminated the complicated '96 design that had a pipe that routed over the motor and carburetor behind the cylinder which significantly complicated certain maintenance and tuning tasks.

Chassis wise, the '98 model hasn't changed a lick. However, '96 model components that included a Showa USD fork and conventional shock have been superceded with a 45mm Marzocchi fork and the odd Sachs shock. All other metrics remain the same, including wheel base, ground clearance, weight and saddle height.

Trail Motivation

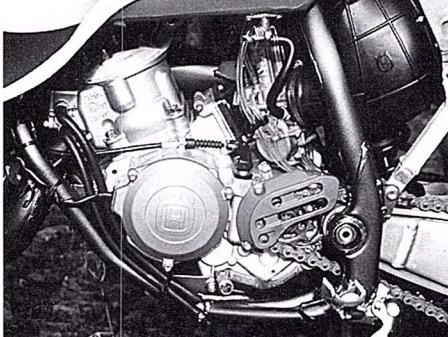
The new tiddler class Husky is plenty quiet in stock trim, in spite of its switch to a lighter, single-wall pipe. The new pipe is of a stamped steel construction, painted flat black and plenty sturdy. It tucks in well and provides good clearance on the bottom. The stock silencer isn't bad, an extruded aluminum body unit with steel end caps and integral spark arrestor. It is fairly free flowing and not too heavy. Some riders still felt that a slight performance gain could be realized with a more free flowing MX exhaust. Since aftermarket options are limited (at this time), one option is to cut down the stock unit, although the perfect solution might actually be a switch to the compatible CR125 silencer. Rob Keith at Husky advised us that Husqvarna will be selling their own performance exhaust system, one that we figure on testing real soon.

Additionally, we spoke with Rich Daley at Dynoport concerning WR125 pipe and silencer availability. He confirmed that development was underway although test mount availability had impeded things somewhat. We're still working on securing and trying various exhaust treatments. Look for an actual test in a follow-up article a month or two from now.

Stock jetting on our test bike was near perfect, the only change effected was a slight leaning down of the bottom using the air screw. The stock position is the standard 1.5 turns out; we opened it an additional half turn. With this change we get a nice light tan color on the plug without any black deposits. We'd heard stories of a richness at low throttle openings from a couple of other sources, seemingly a common complaint among WR125 riders. Many changed to a smaller pilot jet, ditching the stock 35 for a 30 or even a 25, although elevation and temperature differences may have played a role in those changes.

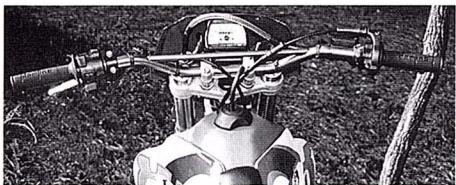
For the record, the square slide Mikuni 38mm TMX carb comes with a #400 main jet, 6DJ8-60 needle with the clip in the middle (#3) slot, a 3.0 slide, a 35 pilot and air screw position 1.5 turns out.

We spoke with Eric Koeller of Town and Country Cycle, who's been testing and racing their own WR125 demo. Koeller told us



Lightweight, compact, and plenty of 125 horsepower. What more could you ask for?





Our test bike came stock with a speedo and full-on Euro street legal wiring.

that a Moto Tassinari reed block from a Honda CR125 can be modified to fit with little effort. On that upgrade he commented, "The M-T reed block smoothes out the power delivery and transition from the mediocre bottom end to the potent top end. A softer top end hit, which can be a handful in slick going, proved a positive improvement."

Another fuel delivery adjustment that we fiddled with was carb float position. During our initial testing we experienced an intermittent bog when running WFO for extended periods, most often when ripping along at or near top speeds down dirt road connectors. An empty float bowl was suspected, and subsequent carb inspection found the float level to be the culprit. We adjusted the float level up a bit and that cured the problem. Finally, we switched from the stock B9EGV plug to B10EV for summer riding. This helped the WR's abused mill run a little cooler (we never spewed coolant throughout our hot weather test regimen) without any adverse plug fouling episodes.

Stock, the WR125 comes geared way too tall, with a 13/50 final drive. This confounds first impressions of the motor, as it is sometimes difficult to get up on the pipe, especially in higher gears. However, it will easily cruise at 75 MPH in this configuration, as long as the trail is hardpacked and level. We eventually lowered the gearing, securing a 52 tooth Renthal alloy cog for the rear with the help of local Husky dealer, Bob Wallace of Central Jersey Cycles (609-448-9400). This proved just the ticket to tighten things

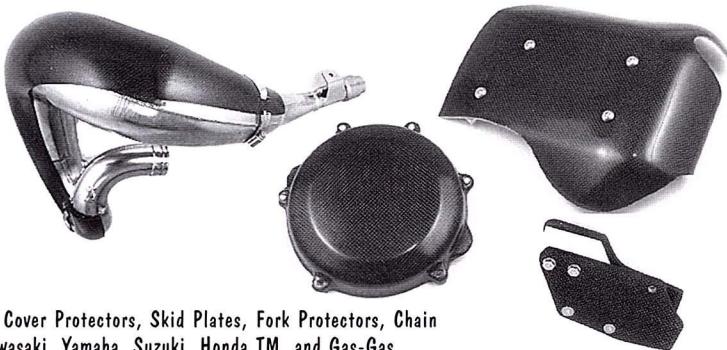
WR125 Features

All New 124.8cc Case Reed Two Stroke Power Plant
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Marzocchi 45mm Conventional Slider Fork
Lightweight Aluminum Alloy Subframe
Takasago Excel Rims Front And Rear
Brembo Stoppers With Excellent Front Brake Feel
Gummy Michelin Enduro Comp III Tires
Domino Controls Include Quick Adjust Clutch Feature
DiD O ring chain
Quick Release Seat Mounting Provides Easy Access to Conventional Air Filter
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up, reducing clutch work required when shifting while allowing the motor to pull better in top gears. Current opinions find the 52T rear sprocket near perfect, although given our choice, we'd probably go up another tooth to a 53 cog.

With all of the above adjustments and tuning, we'd have to say that our WR125 power plant absolutely rips from bottom to top without a hitch in between. It always proved an easy starter, even with the smallish kick

start lever (inherent to all low displacement bikes), and never once coughed or fouled. The power really explodes on top, providing excellent over-rev without fear of motor meltdown. The WR125 motor craves abuse and laughs in your face. Bottom end power isn't bad either, aided by our gearing change (which might have been partially necessitated by our non-typical 125 middle-aged weight bias). Clutch action remained excellent with a near effortless pull and consistent non-fading performance. Shifting under power was smooth and positive as well, although hampered a bit as a result of a short shifter and inadequate distance between shifter and left side footpeg. Fortunately, the steel, "S" shaped shifter can be (carefully) straightened some in order to lengthen it and improve positioning. All in all, this is a great 125 motor right out of the box that becomes a Japanese MX killer with some minor, no-brainer tuning.

Bike Toss

The thing that makes 125s so attractive is their light and nimble handling, and the Husky tiddler certainly lives up to that stereotype. It's a good handling platform right out of the box, an easy turner that remains stable at speed. Claimed weight is 205 pounds, which might even be shaved some with the removal of the instrumentation cluster and exhaust exchanges. The CR125 weight is 194 pounds.

Suspension wise, the WR125 exhibits soft, supple action at both ends, well balanced and perfect for the most technical of riding venues. The 45mm Marzocchi fork is beau-coup plush and soaks up log and rock spikes like they're not even there. The Sachs shock is valved on the soft side as



Everyone agreed that the Husky 125 was a way too fun playbike. It's also a great racer.

well, and bottoms hard during hard, high speed riding or moto air warfare. During the recent Canyon Enduro, a real high speed test, faster sections of the course had both ends clanging mercilessly. However, in the few, technical rocky sections, the plush Husky boingers soaked up everything in our path and remained amazingly deflection free in all conditions.

Both ends respond well to clicker adjustments, although the shock compression adjuster fights you, most times requiring the

Suspension Settings

Adjuster	Factory	TR
Fork Compression		
Left Leg, (Top)	10 clicks	8 clicks
Right Leg, (Bottom)	2 turns	1.5 turns
Fork Rebound	10 clicks	9 clicks
Shock High Speed Comp	10 clicks	6 clicks
Shock Low Speed Comp	10 clicks	5 clicks
Shock Rebound	10 clicks	7 clicks
Rear Sag	90mm	100mm

aid of a gripping tool (read: pliers) to manipulate the high speed compression adjuster. During our testing, sag was set at the standard 100mm, although the Husky owners manual recommends 90. No doubt a lesser static sag setting out back would improve bottoming resistance for heavier riders like us. Spring rates (fork: 0.40 Kg/mm; shock: 5.2 Kg/mm) seemed good for normal sized 125 pilots (135-170 pound range), although a bit overmatched for heavier riders.

Adjustment of compression clickers on the Husky diverges somewhat from the norm. Up front the Zoke fork uses the now common individual compression and rebound scheme in the left and right fork legs that lands those adjusters atop the fork cap. However, the rebound leg also has its own compression adjuster, found at the bottom of that fork leg, making it easily overlooked.

The high/low compression damping circuits of the Sachs shock also require a different approach to clicker spinning. The procedure goes like this: Turn the high and low speed damping knobs together clockwise until reaching the fully closed position, then turn them back (CCW) to the desired position. The high speed (bottom) adjuster gets turned first (at which time both adjusters rotate), followed by the low speed (top) knob. Factory setting is 10 clicks out for both.

Town and Country reported instances of fork problems associated with Marzocchi quality control—loose internal parts and inconsistent oil level. Husky simple buys these units from Marzocchi and bolts them on, so based on Koellerr's tip, we completed a fork oil change and associated inspec-

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tion prior to riding. On our WR everything inside was okay, and the change to fresh Spectro light fork oil (125/150 weight) didn't hurt anything either.

In the stopping department, Brembo braking components front and rear provide journeyman level performance. As expected, stock brake pads wear out quickly when the going gets wet and muddy, which is practically every time it leaves the garage around here. Rear stockers rarely lasted more than 30 miles although a replacement metallic pad (EBC) doubled (or better) effective pad life. Many riders commented on the great feel of the front brake—action was light, progressive and solid. The front stoppers beg for a disk guard, as without, brush and sticks soon manage to wedge themselves into the caliper causing the front wheel to drag.

Touchy Feely

The WR125 has several features that put it at the head of its class ergonomically. It certainly sports the skinniest seat in the business, secured by a quick connect dzus fastener. Air filter changes are toolless, quick and simple. The resulting riding position is excellent with a good relationship between bars, seat and pegs. No problem sliding around on this mount. Familiar bend steel handlebars are shock (rubber) mounted within the alloy triple clamps, which serve to dampen vibes transmitted to our weary wrists. Rather than cut down the stock bar, we slapped on a Tomasselli alloy handlebar and set of Cycra Right Bend hand guards, further reducing vibrations. Of course Domino controls, standard on all Husky's, provide an excellent feel and painless operation.

We mentioned above that the shifter was too short and/or too close to the left side footpeg. This made it difficult to get a boot under it when upshifting. Our careful bending (actually unbending) was a big improvement, although riders with elephant pedes might need a longer one yet.

The seat cover has a very mild texture to it, being somewhat slippery when the mud starts flying. The cover material itself is of an odd laminated construction. A clear plastic outer layer protects an underlayer on which the seat cover graphics are painted, similar to the '98 KTM's. This upper layer quickly delaminates in places where the cover is stretched, giving a "peeling skin" look. Surely we'll replace it with an after-market Cheet or DeVol skin once it's done molting.

All of the '98 Husky off-road models come with full Euro instrumentation. For racing, we opted to remove the speedo cluster, and

rewire things for remote lighting and kill switches. This proved fairly easy as the entire instrument cluster may be unplugged, without affecting ignition. Some creativity with jumper wires and switches returns lighting and kill switch functions to operability with minimal fuss (assuming you can follow the schematic in the back of the owners manual). The standard speedo drive is geared properly to accept the mechanical odo head from a late model KTM.

Wrap-up

Husqvarna has made great strides in small bore class competitiveness with its '98 125. Although remaining a bit player in the 125 wars, and a rarity at virtually any event (at least here in the U.S.), there has been a mounting ground swell from the few riders who can say they've actually ridden one. Whispers of a solid chassis and potent power plant that gives up nothing in the motivation department to its European cousin, the renowned '98 KTM 125 or for that matter, the benchmark Japanese 125s. As a result of our testing, we couldn't agree more. We might not be the prototypical 125 pilots with our middle-aged frames, yet the WR125 is still a blast to ride and highly fought over mount at the top of the trail head. Every one of our test riders lauded the bike and there wasn't one among them who didn't beg for more saddle time. When you compare the WR125 to Japanese 125s, taking into account enduro conversions details, price, and complexity, the WR125 looks like a pretty darn good package. It might not be the fastest bike in the woods, but it sure can run with any 125 out there. And it certainly doesn't give anything up in the "fun-to-ride" quotient either. □

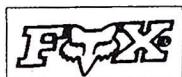
Husqvarna WR125 Specifications

Engine	124.8cc case reed 2-stroke
Bore/Stroke	54mm X 54.5mm
Carburetion	Mikuni TMX 38mm
Ignition	Kokusan CDI with lighting coil
Transmission	6 speed
Gearing	13/50
Accessory Power	12V, 130 W
Claimed Dry Weight	205 lbs
Ground Clearance	14.5"
Saddle Height	35"
Wheelbase	55.1"
Fork/Travel	45mm Marzocchi/12"
Shock/Travel	Sachs/12.6"
Tires	Michelin Enduro Comp III, 90/90-21 front, 120/90-18 rear
Fuel Capacity	8 liters
Fuel Reserve	1.5 liters



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MARSHLANDS HARE SCRAMBLES

It's a Hoess runaway at VFTR's annual scrambles

Marsh, PA 6/21

Fred Hoess took the point early on at the Valley Forge Trail Riders' Marshlands Hare Scrambles, built up a comfortable lead, and then never backed off all the way to the checkered flag. Hoess' main competition came in the form of Richard Lafferty, who chased hard on his KTM but could never get within striking distance. Hoess, who is sponsored by Bromley Suzuki, Answer, WER, Acerbis, FMF, Arai, Scott & Michelin, rode at a breakneck pace for the entire five laps on the fast, demanding VFTR course, and wouldn't back off despite running out of water in the last laps of the event.

The morning started with a mini event and quad race, the latter of which served to widen the course and nicely expose any roots that may have been close to the surface. True to its name, the Marshlands scramble is run on some decidedly swampy ground broken up with higher pieces of farm fields and patches of woods. One stream crossing proved to be rather tricky in spots, but for the most part the course was all easily passable, although decidedly slimy in the low sec-



Hoess gets the royal treatment at a last lap stop for a splash of gas. He won by a large margin.

tions. Temperatures were on the high side of warm, with plenty of sunshine throughout the race.

For the motorcycles, the VFTR club put together a 6.7 mile course over their Marshlands property, which did its best to live up to the name. The property consists of about 625 acres of farmland, and the course wound through all the bits that have proven to be impossible to farm or build upon. Still, 75 percent of the land appeared to be woods, and though it might be low, it wasn't under water. Mud wasn't nearly the problem that roots were, and the unwary rider could find himself on his head nearly anywhere on the course.

The A class got off the line with Mike Sigety getting the holeshot, but he wasn't able to get away. The pack swarmed into the woods, and the quick process of sorting out the way fast from the merely fast began. By the time the pack emerged into the farm fields, Bromley Suzuki's Fred Hoess was in the lead, and had the hammer down. Hoess, who is also sponsored by Answer, WER, Acerbis, FMF, Arai, Scott & Michelin, went into hyperdrive mode, obviously wanting to put some distance

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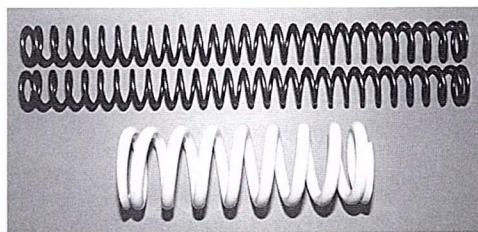
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Richard Lafferty chased hard, but couldn't get close to Hoess at this event.

between himself and series rival Richard Lafferty (Bromley Suzuki/KTM, MSR, Spectro, Dunlop, FMF, Arai). Richard was riding hard, but Hoess was possessed, and

no matter what Lafferty did Hoess continued to pull away throughout the race.

By the last lap, Hoess had pulled out a two and a half minute lead on Lafferty, and though his pit crew tried to signal him to slow down apparently tunnel vision had rendered him blind. He had no idea how far back Richard might be, so he kept it to the stops. His pit crew was frantic, and finally convinced him to stop for a splash of gas on the last lap. He held his position to the end, though, and finished up still 2:30 out front, after seven laps of the course. Lafferty finished second overall, followed by WER's Mike Arendasky who was definitely on the gas on his KDX, and local rider James Ott Jr. in fourth overall.

The top four were the only riders who managed seven laps of the course. Craig Shenigo of B&B topped the 200A class, getting by early front runner Sigety. The Open B class was topped by Richard Kline Jr., the only rider in that class to go six laps. In the 250 class it was Keith Schreier at the top, and the Vet B class saw Nils Tribus taking the win. In the Senior class it was Jim Gunselman in first place, and Jack Lafferty Sr. was the top Super Senior.

Earlier in the day the club sponsored mini bike races, and Christopher Ramsey was the top finisher in the 12 to 15 year old Youth class, going five laps with Ken Ettinger Jr. who finished second. In the 7 to 11 Youth class it was Benjamin Gisson taking the win, with Michael Nentwig finishing second. A young lady by name of Megan Horn topped all the boys in the Pee Wee class, keep an eye on her in the future.

VFTR Marshlands

Hare Scrambles

Class Results

Fred Hoess

Suz

Overall Champion

200A

1. Craig Shenigo

2. Mike Sigety

3. Dale Hiles Jr

4. James McCommon

5. Brandon Sexton

Open A

1. Fred Hoess

2. Richard Lafferty

3. Mike Arendasky

4. James Ott Jr

5. Ryan Rodgers

Open B

1. Richard Kline Jr

2. Sam Deninno

3. Fred Hallowell

4. Brian Karwaski

5. Mark Schleeweis

250 B

1. Keith Schreier

2. Chris Evitts

3. Rich Field

4. Mark Keslick

5. Robert Novotny

Veteran B

1. Nils Tribus

2. Bob Howard

3. Ronnie Utt

4. James Reber

Pee Wee

1. Megan D. Horn

2. Marcus Hodge

3. Kyle Desimone

4. Jerod Stoner

5. Kevin Karwaski

6. Rick Kivela Jr.

Marcus Hodge finished a strong second to Megan.

Everyone agreed the VFTR club did a fine job, with praise for the course that we are told was almost exclusively laid out by club member Pete Wolf. Great job, Pete, we look forward to riding it again next year! □

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CROSSFORKS AND CANYON

On again, off again for Hoess

By Mark Uth

Bromley Suzuki rider Fred Hoess has been on a roll of late, claiming the overall win at four of the last six ECEA enduro rounds, and in the process vaulting himself back into the thick of the ECEA enduro championship points battle with 12 of 20 rounds already history.

Earlier in the season, Richard Lafferty was hot. The Bromley KTM and KTM factory sponsored rider won five event overall trophies and in the process built a significant championship points lead. During that time Hoess had more than his share of troubles, a DNF at Reading and other problems highlighting a string of mediocre finishes. Things didn't look good for the defending champion. Starting with the Ridge Run, however, Hoess has managed to top Rich in every enduro since, except for the disputed (and under protest) Crossforks enduro, at which he was surprisingly disqualified.

With eight rounds remaining (and three throw-aways to account for) our unofficial tally has Hoess and Lafferty separated by single digits in the championship points. Lafferty holds an edge in total points, while Hoess is leading when accounting for throw-aways. Either way, it spells a fight to the finish in the remaining rounds. Not far in the wings are Bill Atkinson and Jack Lafferty Jr., trailing, but not out of the hunt. The KTM mounted Atkinson hasn't had a bad ride all season, finishing every enduro in the top five overall. Multi-time champion Jack Lafferty can never be counted out either, and his results have improved over the course of the season as he's begun to work out the bugs in his Husaberg thumper. Place your bets, it's nearly anyone's game to be had.



Fred Hoess scored a big win at the Canyon enduro, but was disqualified under protest at the Crossforks run.

"rock steady" Bill Atkinson, who pushed his KTM 250EXC to a score of 26, earning third overall honors. Six Days icon Drew Smith made a guest appearance aboard a KTM 200, claiming the fourth overall slot with a 27 point card, while KTM rider Matt Spigelmeyer rounded out the top five overall topping a pair of 28 cards posted by he and sixth overall seed Mark Hummel.

Unfortunately diverting attention away from the event's top finishers was a brouaha that erupted between the club and defending champion Fred Hoess. The Bromley Suzuki sponsored Hoess, known

for his high spiritedness in the heat of battle, was disqualified from the event by referee Rick Stuart for alleged unsportsmanlike behavior during and after the event. On the post race fracas, several unnamed sources reported, "It got ugly." Not surprisingly, the matter is under protest to the ECEA, to be settled at a later date.

Brandywine Enduro Riders club president Steve Fox lamented this turn of events, saying, "After all the work the club went through to get the enduro back on the ECEA schedule, the last thing that we wanted was to have a run in with one of the association's top riders. We responded (to the protest) with the required affidavit to support our decision, in which we also reiterated our respect and admiration of Fred Hoess for his skill, competitiveness and usual sportsmanship."

Clouded by Hoess's disqualification and subsequent protest was BER's fresh course that challenged riders of all levels. Some 200 riders tackled the course, highlights of which included a two mile grass track section, fresh single track trail through mountain pine and deciduous forest, and some nasty off-camber sections, all the while traversing 78 miles of the scenic central PA country side.

Other notable finishers on the day were High Point B champion Sean Cully, who

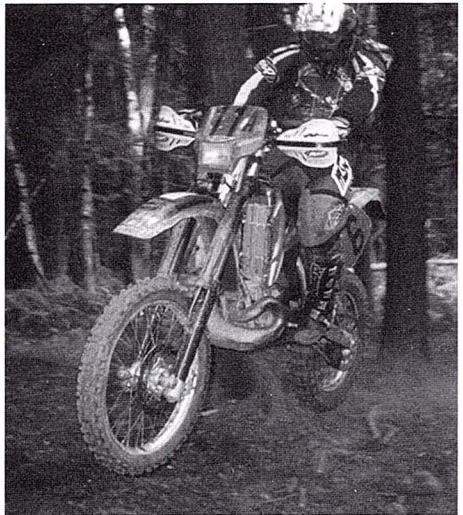
Crossforks Enduro		3. Jeff Moyer	KTM	34	B Super Senior	
Class Results		4. Bob Solomon	KTM	34	1. Koug Black	
Grand Champion		5. Eric Pirie	Hon	34	2. Fred Najork	
Richard Lafferty	KTM 24	A Open	1. Matt Spigelmeyer	KTM 28	3. Tom Napier	
Ed Hamilton	Kaw 25	2. Mark Hummel	Hon 28	4. Tim Stibitz	Kaw 75	
High Point A		3. Paul Bitting	KTM 31	C200		
Sean Cully	Kaw 33	4. Dean Spencer	KTM 32	1. Bill Dean	Kaw 39	
High Point B		5. Mike Crum	Yam 35	2. Marco Kornfeld	Kaw 43	
Jason Campbell	Yam 38	A Four Stroke	1. Mike McHale	Yam 31	3. Dan Carper	Kaw 46
Overall		2. Joe Wallace	Hon 33	4. Gregg Calkins	KTM 51	
1. Richard Lafferty	KTM 24	3. Stacey Clark	Yam 33	5. Alan Bopp	KTM 52	
2. Ed Hamilton	Kaw 25	4. Ken Zabroski	Hon 34	C250		
3. Bill Atkinson	KTM 26	5. Mark Jenson	Suz 37	1. Jason Campbell	Yam 38	
4. Drew Smith	KTM 27	A Veteran	1. Scott Chapovich	Suz 29	2. Justin Bryerton	Hon 50
5. M. Spigelmeyer	KTM 28	2. Mike Beeler	Yam 33	3. Joe Yilek	KTM 55	
AA		3. Dave Santi	Yam 33	4. Arron Griffin	56	
1. Richard Lafferty	KTM 24	4. Bill Geier	Hon 34	5. Jay McCauslin	Kaw 62	
2. Bill Atkinson	KTM 26	5. Dan Ford	Suz 37	C Open		
3. Craig Shenigo	KTM 30	A Senior	1. Scott Chapovich	Suz 29	1. Erik Wynters	KTM 42
4. Fred Hoess	Suz DQ	2. Mickey Dorman	KTM 35	2. Mike Coulson	KTM 51	
A125		3. Dave Barlow	Yam 36	3. John Metcalf	KTM 63	
1. Mike Sigety	Hus 29	4. Jerry Lynn	Yam 37	4. Brian Hannawaa	KTM 65	
2. M. Dean Spencer	Yam 32	5. Chris Nolan	Hon 37	5. Steve Mitchell	KTM 67	
3. John Roeske	Kaw 35	A Super Senior	1. John Farrar	Yam 33	C Veteran	
4. Dan Nicloff	KTM 38	2. Mickey Dorman	KTM 35	1. John Post	Suz 45	
5. Jacob Todd	Hon 40	3. Dave Barlow	Yam 36	2. Jeff Barker	Kaw 46	
A200		4. Jerry Lynn	Yam 37	3. Paul Moura	Kaw 52	
1. Ed Hamilton	Kaw 25	5. Chris Nolan	Hon 37	4. Mark Mangini	Suz 56	
2. Drew Smith	KTM 27	B Four Stroke	1. John Farrar	Yam 33	5. John LaVanish	Kaw 67
3. Tadd Lockard	Kaw 31	2. Mickey Dorman	KTM 35	2. Mike Johncox	Suz 39	
4. Rob Mohn	Kaw 33	3. Pete Parlett	Hon 45	3. Bill Aaroe	KTM 43	
5. Todd Quinn	Kaw 33	4. George Clickner	Kaw 45	4. Dave Gubala	KTM 45	
B250		5. Bob Agonis	Gas 47	5. Andrew Thistle	Suz 46	
1. Rob Aldakimov	Yam 33	B125	1. Jeff Johns	38	C Four Stroke	
2. Aaron Osburn	Suz 33	2. Ron DeCaro	Yam 44	1. Mark Schleeweis	Yam 54	
		3. Joe Marchesani	Yam 47	2. Jeff Bell	Kaw 60	
			4. Rob Hertel	Hon 44	3. Keeter Wetzler	Yam 68
			5. Barry Punk	Kaw 52	4. Jason Edler	KTM 70
					5. D. Mansberger	Hon 90

Crossforks Enduro

Round 11 Crossforks, PA 7/26

Rich Lafferty broke a string of top finishes by ECEA enduro series rival Freddy Hoess with an overall victory at the resurrected Crossforks Enduro. Dropping 24 points on the day, the KTM factory/Bromley KTM, MSR, Spectro, Dunlop, FMF, Arai, et. al., sponsored rider posted top scores in each of the day's six special tests to eke out a one point win over charging A200 rider Ed Hamilton. Hamilton traded punches with Lafferty all day long, matching his scores in five of the day's six sections. In the process, the KDX rider amassed a score of 25, earning the High Point A trophy for his trouble.

The final podium position was filled by



Bill Atkinson set the second overall best score at Canyon, chasing Hoess all the way to the finish.

piloted a KDX 200 to finish 33 points down, eking out the win over class rival Mike Tavani on emergency points. In novice class action, Jason Campbell topped the C class aboard a YZ250 to earn the High Point C prize on the merit of a 38 point card. Runner-up to the HPC was a Kawasaki mounted Bill Dean, who dropped 39 on the day.

The Brandywine Enduro Riders reported a significant list of event sponsors that contributed contingencies, time and effort to see the event through. They included AXO clothing, B&B Sales, Boyesen, Cycle Adventure II, FMF, Michelin Tires, Moose Racing, Works Connection, Pirelli Tires and the Quiet Oaks Campground. Many thanks to all.

Canyon Enduro

Round 12 Middlebury Center, PA 8/9

Fast Freddy Hoess got back on his high horse to earn the overall victory at the ECEA Enduro Series's Canyon Enduro. Quickly picking up the pieces and adding an exclamation point to the aftermath of the previous round, the Bromley Suzuki sponsored rider piloted his RM250 to a near perfect score on the day, finishing with a single point lost.

Hoess topped an excellent effort turned in by KTM rider Bill Atkinson, who just missed the flip of the card to drop two points on the day. On his finish and the event Hoess commented, "The course was fast and I had a good ride, although I nearly didn't make it to the race at all. My RM250 developed a hard to diagnose power valve problem on Friday evening that turned out to be a broken plastic actuator arm connector in the bottom end. Finding the problem, getting the needed parts and repairing it kept me wrenching until four a.m. Saturday morning. Fortunately, everything worked fine today and I bounced back with the good finish." Runner-up Atkinson thought that he might have had the overall trophy, except for a strategy decision that cost him. As it turned out, he dropped two in the deciding test to claim the bridesmaid position.

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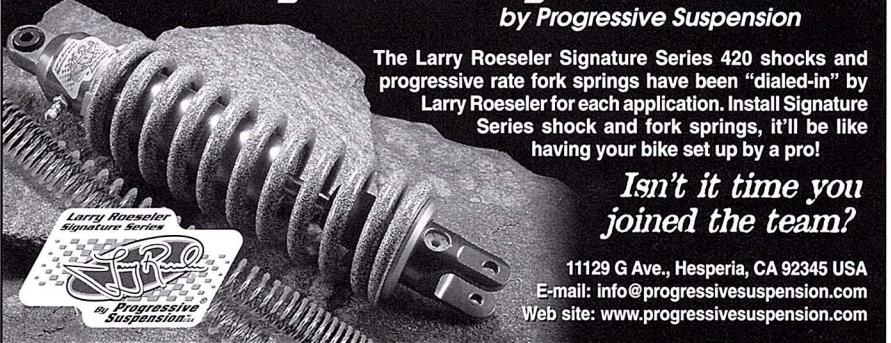
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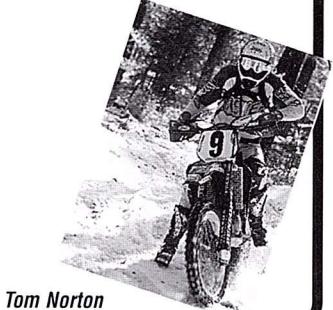
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Mike Lafferty



Tom Norton



Richard Lafferty watched his luck turn all over, with a first at Crossforks and a fourth overall at Canyon.

Jack (I'd Rather Fight Than Switch) Lafferty Jr. filled the third overall slot, posting a three point card while piloting his venerable Husaberg 400. Jack Jr., sporting a fresh shiner from a foam-tube tire changing accident, picked up an extra point in the morning, while matching Atkinson's two in the afternoon.

Filling out the top five overall were Rich Lafferty and Scott Chapkovich, who

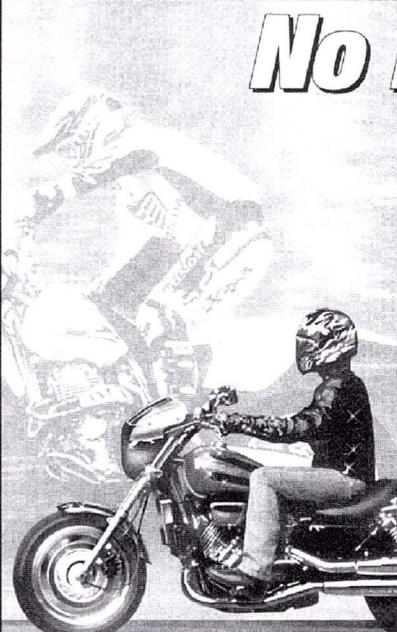
Canyon Enduro		4. Al Switzer	KTM 12	2. Ed Wystreil	17	B Super Senior	
Grand Champion		5. Jeff Botsford	KTM 13	3. Dave Moorehouse	Kaw 24	1. Tom Napier	Kaw 62
Fred Hoess	Suz 1	1. Mike McHale	Yam 9	4. Tim Swarmer	Kaw 32	2. Tim Stibitz	Kaw 81
High Point A		2. Steve Chapkovich	Suz 10	5. Dave Scanlin	34	C200	
Scott Chapkovich	Suz 7	3. Joe Wallace	Hon 12	1. Mike Tavani	KTM 8	1. Alan Bopp	KTM 31
High Point B		4. Stacey Clark	Yam 14	2. Brett Sherwood	9	2. Dan Carper	Kaw 32
Mike Tavani	KTM 8	5. Ken Zabroski	Hon 14	3. Jim Shainline	Hon 12	3. Gregg Calkins	KTM 33
High Point C		A Veteran		4. Tim Wilson	Hon 13	4. Ken Saubier	Kaw 44
Josh Seidel	27	1. Scott Chapkovich	Suz 7	5. Ray McKown	Kaw 18	5. Allan Hughs	45
Overall		2. Mike Beeler	Yam 8	B Open		C250	
1. Fred Hoess	Suz 1	3. Dave Maco	Suz 9	1. Mike Strauss	Suz 15	1. Josh Seidel	27
2. Bill Atkinson	KTM 2	4. Eric Koeller	Gas 9	2. George Sigler	KTM 17	2. Mike Novosel	27
3. Jack Lafferty Jr.	Hbg 3	5. Jim Gunselman	Yam 10	3. Mike Graham	Hon 21	3. Joe Yilek	KTM 33
4. Richard Lafferty	KTM 5	A Senior		4. Brett Jamieson	Hon 22	4. Kevin Common	36
5. Scott Chapkovich	Suz 7	1. John Farrar	KTM 11	5. Eric Aaroe	KTM 24	5. Jeremy Abernathy	Hus 45
A125		2. Dave Barlow	Yam 11	B Four Stroke		C Open	
1. M. Dean Spencer	Yam 13	3. Ed Quitzch	KTM 13	1. Kraig Bayer	18	1. Erik Wynters	KTM 41
2. John Roeske	Kaw 13	4. Cliff Tenney	KTM 13	2. Jim Chapman	Kaw 21	2. Lawerence Hopper	43
A200		5. Chris Munson	Suz 16	3. Jim Bowen	Suz 24	3. Luke Short	Hon 54
1. Mark Sherwood	Kaw 7	A Super Senior		4. Jim Beaver	Hon 28	4. John Jackson	KTM 55
2. Rob Mohn	Kaw 8	1. Roy Fliegauf	KTM 14	5. Al Zabroski	Hon 29	C Veteran	
3. Joe Tavani	Kaw 9	2. Pete Parlett	Hon 22	1. Jeff Kokoskie	30	1. Rich Stewart	KTM 39
4. Todd Quinn	Kaw 10	3. Jack Lafferty Sr.	KTM 26	2. Jim Waller	Suz 11	2. Matt Biedka	KTM 56
5. Tim Shepps	Kaw 12	4. Dave Verdetto	KTM 31	3. Steve Bromley	KTM 18	C Four Stroke	
A250		5. Rich Trader	KTM 32	3. Bryan Shaffer	KTM 20	1. Jason Edler	KTM 31
1. Rick Burdick	9	B125		4. Steve Bowman	22	2. D. Mansberger	Hon 54
2. Bob Solomon	KTM 9	1. Gerry Kitts	TM 13	5. Bill Aaroe	KTM 22	3. Doug Thorsen	Suz 59
3. Rob Aldakimov	Yam 9	2. Kevin Kamuca	Kaw 28	B Senior		4. Frank Brewster	93
4. Aaron Kopp	Suz 10	3. Aaron Kalisher	Gas 30	1. David Riser	KTM 16	5. Jerry Silvis	Hon 93
5. Ron Lucas	KTM 11	4. Ron DeCaro	Yam 33	2. Tony Rosselli	Suz 16	Women	
A Open		5. Lewis Robbins	Suz 71	3. Dan Compton	KTM 22	1. Jen Eyrich	Yam 39
1. Dean Spencer	KTM 9	B200		4. George Bressler	KTM 27	Dual Sport	
2. Paul Bitting	KTM 11	1. Ryan McCarthy	KTM 16	5. Dave Whiteman	Kaw 29	1. John Dobrosky	101

dropped five and seven points, respectively. Richard's finish was marred by a couple of hot points picked up in the afternoon at check number nine. Veteran class rider Chapkovich's fifth overall finish earned him

High Point A honors, winning on emergency seconds over KDX rider Mark Sherwood (sixth overall).

The day's weather was seasonable, with temperatures in mid 80s under partly sunny

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skies. An intermittent overcast threatened showers but never delivered. The 75 mile ride was split near evenly between morning and afternoon loops, divided by a gas available located back at the start. There were three points-taking sections in the morning, the first two short, weighing in at three plus miles, the final one leading back to the campground more than ten miles. Both afternoon sections were longer, nearly ten miles each.

The overall dry conditions and open trail made for a frighteningly fast, hare scramble-like ride. A great deal of the course used old, abandoned woods road cut into steep mountainsides. This created numerous formidable hillclimbs, tricky switchbacks and death-defying speeds. Trail conditions were none-too-rocky, and the dry PA loam provided excellent traction. Dust was, fortunately, a non-factor.

Top riders had a chance to zero the morning loop, a feat accomplished by Hoess and Atkinson. The deciding section was a lengthy afternoon special test, some ten miles long, found after the gas and connecting road sections. It began with tight time keeping trail, run at a 12 MPH pace. Three miles in found a check-in and speed change, after which it was off to the races. However, after the requisite three miles of post-check free time, faster riders found themselves ahead of schedule, some by a minute or more. Hoess summarized his dilemma, "I was about a minute and a half hot at mile 18, but I knew that I couldn't take a chance at this run. So I pulled over



Most would agree that Canyon's open trails were fun, but the speeds were surprisingly high.

and waited. Some other riders forged ahead. Fortunately, I was still able smoke the test anyway" (and finish with a section-best one point down).

Also carding a one through the section was Rich Lafferty, although earlier problems, and a burn to happen later in the day, pushed him out of contention. Overall, riders who gambled and cruised hot through these early section possibilities found another seven miles of pace breaking trail to the checkout, the gamble paying off with improved scores. Others who waited soon cursed the opportunity wasted (editor's note: Mind you, any and all top riders who we polled claimed that they waited—okay, fine). Jack Jr. and Atkinson trailed at the

check-out, each dropping twos, while a handful of other top contenders carded three. This turned out to be the only section that took points from Hoess and Atkinson, thus sealing the win for Freddy.

Other notable finishers included a trio of eight point cards posted by Rob Mohn, Mike Beeler and KTM rider Mike Tavani, who finished in the seven through ninth overall places. Mohn and Beeler each earned first place trophies in their respective classes (A200 and A Veteran), while KTM 250 rider Tavani's eight point card earned him High Point B honors.

The HPB runner-up was B250 classmate Brett Sherwood who turned in a nine point card, placing him also among top overall finishers. The High Point C went to Josh Seidel who dropped 27 on the day, edging out the 27 card of Mike Novosel on seconds.

Overall, it was a fun ride that was easily finished by even the spodeliest rider. Trailboss Mark Moffett cited club designs for a ride that was truly zeroable by top riders, one that would test the lower classes while still a fun outing for all. We'd have to say that this year's Canyon enduro was all this and more. Also notable, the Canyon Riders overcame significant obstacles to put on the event, mostly related to manpower and member participation, which last year saw the event cancelled. Moffett cited the efforts of numerous volunteers, who bolstered the ranks of the four club members working the event to bring things off without a hitch. Kudos and thanks to all. □



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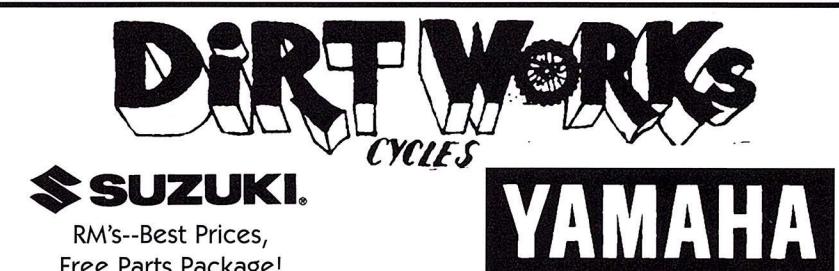
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Trail Rider TOOLBOX

By Mark Uth

Spin Doktoring

We've ridden some evil handling bikes over the years, and for a small percentage of them, there's truly no hope. However, for the vast majority of dirt bikes, especially those manufactured since the mid 80s, a reasonable degree of suspension performance is definitely achievable with OEM suspension valving, unless you're Andre the Giant or planning on riding observed trials on a motocross bike. These extreme cases aside, the path to getting the most out of your suspension is by maximizing setup, as we've often professed.

Unfortunately, the knee-jerk reaction to an unresponsive suspension often has things boxed up for shipment to your preferred

tuner for revalving. Not surprisingly, this has resulted in a booming aftermarket suspension tuning business within the industry. Our line is this: Before resorting to that action, it's prudent to be sure that you've already exhausted all other options; meaning that you've fully experimented with and tested the simple suspension setup parameters and adjustments inherent to all dirt bikes.

Now, before any suspension tuners out there get worked up into a lather, let me add this caveat. Suspension component tuning, a.k.a. shock and fork revalving, is usually the path that makes good suspension performance better. No amount of suspension revalving can overcome improper adjustments to suspension components (e.g., sag, fork position, etc.) and/or insufficient testing (read: dialing) of innate suspension adjusters. Without sufficient rider testing, it's difficult to convey what is wrong with a given suspension for a given rider over a given type of terrain, stacking the deck against even the most savvy tuner. Sure, the best tuners have a wealth of experience, and for the most part, that's what you're buying. However, be advised that any tuner does his best work when fully understanding the scope of your problem. Thus, rider actions to fully experiment with these inherent adjustments can only aid the suspension tuner, should it eventually be deemed necessary.

In the real world, most bikes will never be

revalved, and few riders are skilled enough to make full use of inherent factory suspension performance anyway. That being said, rest assured, even the greenest novice could easily notice the performance improvement that perfect tuning begets.

Guide to Easy Home Suspension Tuning

There are three parameters inherent to all suspension systems that affect performance. In engineering terms they are spring (rate), mass (read: weight), and damping (rate). The actions and reactions of a spring-mass-damper system are easily related using some fairly elementary expressions in calculus (assuming anything related to calculus is simple)—Statics 101 in engineering school. We'll not be doing any calc here (thankfully); however, what it would illustrate is that changes to any one of those parameters will precipitate a change in one or both of the others. On your dirt scoot, it's fairly obvious that one factor, mass, cannot be readily changed without crash diets, massive cash outlays for unobtanium parts, pilot substitutions or other radical means. As a result, the other two, spring and damping characteristics, are places where suspension designers and tuners earn their living. Surprisingly, they offer a plethora of potential adjustability, much of which can be easily accomplished by the amateur mechanic.

Before we head down that garden path, we'll delimit three assumptions regarding "easily accomplished" suspension tuning

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tasks. The first is that nearly any rider should be able to perform a fork oil change. No special tools or techniques are required, and even the sparsest owners manual dedicates considerable space to this simple fork maintenance task. No excuses.

Our other two assumptions regard what isn't easy, and at the top of that list is shock oil changes. Sure, plenty of riders still manage to change their shock oil. However, due to the inherent dangers of working with pressurized gasses and for that matter, even having access to bottled nitrogen apparatus, this is a task best left to professionals. Similarly, the manipulation of suspension component valving stacks, although not rocket science, requires considerable know-how, special tools in some cases, and a good supply of needed shims. These are not things found in a typical dirt biker's workshop. Other than these two exclusions, everything else is fair game.

So, with all that being said, suspension tuning basically comes down to six different applicable adjustments, three of which affect spring rate, the remaining three affecting damping. They are: spring changeovers, spring preload (sag) adjustments, oil level adjustments—all for spring rate; and oil viscosity changes, re-valving, and clicker spinning to modify damping. Obviously, oil level is not used to change shock performance, so consider it a fork only modification.

Getting Sprung

Spring (rate) changes, spring preload (sag) adjustments, and oil level adjustments affect how your scooter is sprung. Spring changeovers are a fairly radical correction that cuts into the beverage fund (springs are

expensive). Conversely, preload and oil level adjustments (for forks) are more of a fine tuning variation. Generally speaking, it's best to start with the simpler adjust-



The key to being loose and confident on a bike is correct suspension set-up, and learning how to dial in your adjusters is the first step.

ments and move toward the more complicated and expensive ones, and quite frankly, there's no simpler modification than changing a fork or shock spring preload.

Preload is a measure of how much the spring is compressed with no load, almost

universally referred to as a "sag" adjustment. Shock spring preload adjustments are accomplished by turning the spanner nut on the outside of the shock body, while fork spring preload adjustments are most often completed by changing the thickness of preload spacers within the fork. Not to be confused, there are actually two sag measurements, riding sag and static sag. Riding sag is a sag measurement with rider aboard fully clad in riding gear. Static sag is a sag measurement with no load on the bike except for its own inherent weight. Adjust preload to achieve the riding sag recommendations found in your owners manual (usually about 100mm out back and 25mm up front) before even considering any damping adjustments.

With proper riding sag established, the static sag measurement is an indicator of proper spring rate. More specifically, with proper riding sag, insufficient static sag is a harbinger of a needed stiffer spring. Similarly, excessive static sag (with proper riding sag) points toward the need for a softer spring.

The next easiest adjustment (for forks only) is oil level. Fork oil level directly correlates to the size of the "air chamber" within the fork. The air chamber is, in reality, the part of the fork leg not filled with oil. It acts as a progressive "helper" spring when the fork is compressed. Higher oil levels decrease the size of the air chamber, making the spring effect more progressive. Conversely, lower oil levels increase the size of the air chamber making it less progressive. Either way, the spring effect of the air chamber only acts on the latter part of the fork's stroke, making it an ideal anti-botomming adjustment.

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You'll note that we've left out most specifics regarding sag, oil level height, etc. This is because these adjustments, and how they're measured, vary among different makes and models. Rest assured, your specific owners manual dedicates considerable space to them—it's best to use it.

Damping

Damping is essentially a means of scrubbing off some of the energy of a suspension stroke. Compression damping scrubs energy during the compression stroke of your suspension; rebound damping scrubs energy during the reverse stroke as the suspension component decompresses. The rate at which the energy is scrubbed is controlled by three factors: the inherent suspension component valving (a macro level adjustment), oil viscosity, and damper clicker position (micro level adjustments).

Clicker spinning is by far the easiest modification to make, although, with multiple

knobs and adjuster screws to consider, it can become confusing. Damping conventions are as follows. Increased compression damping slows the compression stroke (scrubs off energy) at a faster rate. This is good if there's a lot of energy to be scrubbed (like with big landings), but causes less compliance when traversing smaller obstacles. Similarly, lesser compression damping allows smaller obstacles to properly work the suspension, but might allow big hits to completely blow through the travel and bottom. Increased compression damping restricts suspension component travel by scrubbing more energy in a shorter stroke.

Rebound damping controls the speed at which the suspension component returns to the neutral riding position. With insufficient rebound damping, this happens too quickly, resulting in a pogoing effect. With too much rebound damping, the suspension compo-

ment will fail to fully return to the neutral position and limit travel during subsequent hits. This results in "packing" of the suspension, as less and less travel is used during subsequent hits.

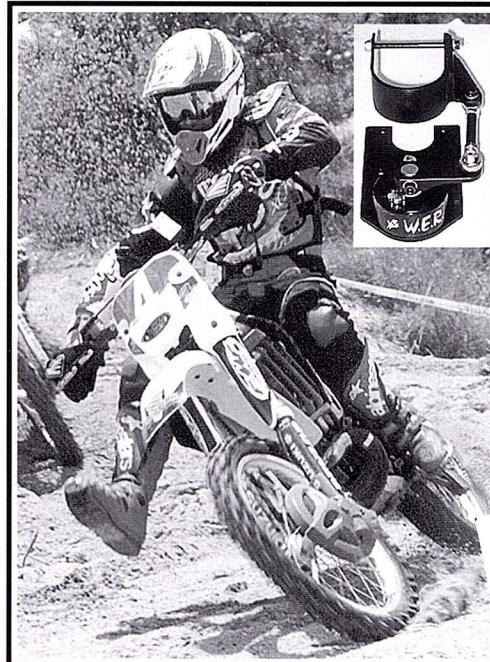
Suspension component oil viscosity has a micro level effect on damping, increasing damping across the board with thicker, higher viscosity suspension fluids, decreasing damping with lighter oils. Also be advised that whipped, worn out oil will affect damping much the same way, as well as increase wear within your suspension components. Be sure to start with fresh oil in the suspension components before going to the great lengths required to dial things in.

There are many different ways to approach clicker spinning for various riding conditions. Most tuners recommend starting from the factory recommended settings and/or the middle position of each and every adjuster. Many riders claim that fork action is more critical than rear suspension, making that the logical starting point. Under any circumstances, it's a trial and error process that is best tackled through near continuous testing and adjustment.

Things to watch out for are fairly obvious. Ensure that the suspension component is getting full travel, evaluate deflection and packing versus speed and terrain. Make changes one at a time, record them and ride some more. There are no shortcuts. However, if and when the conclusion is finally drawn that no combination of adjustments is going to suffice, at least now you'll have a book full of notes as to how the suspension performs under a variety of conditions and settings to refer to when seeking revalving services.

We here in the east are no doubt faced with some of the most challenging suspension performance criteria. One week we might be racing in the high speed, whooped-out sand of South Jersey, while the next week might find one bouncing over the boulder fields of central Connecticut. This surely taxes even the most experienced rider/tuner. In reality however, the most prevalent suspension problem is that few riders spend sufficient time needed to maximize performance characteristics. The result is a double whammy of not only failing to get the most out of a stock suspension but also failing to know what to tell your suspension tuner, should revalving be truly necessary.

Similarly, it's sad the number of riders who send out their fork or shock for revalving, spending their hard-earned cash, reinstall them afterward, and never deviate or experiment from the recommended clicker settings. The logic goes that things would be made worse, assuming that the omnipotent factory tuner settings were some magical combination to suspension nirvana. Either way, I've known riders that resist clicker spinning like bad medicine. Truth is, differences in rider size, weight, skill, temperature and terrain all serve to change suspension and handling characteristics and demand an adaptive approach to bike setup. It's this initial setup and subsequent experimentation that is critical to a good performing package. And, the key to success here is to experiment, make adjustments, and keep track of them so that any and all changes are easily repeatable and reversible. □



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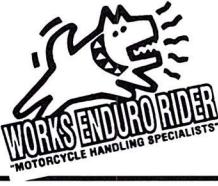
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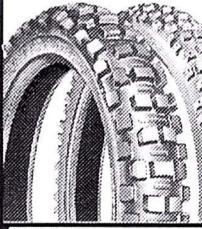


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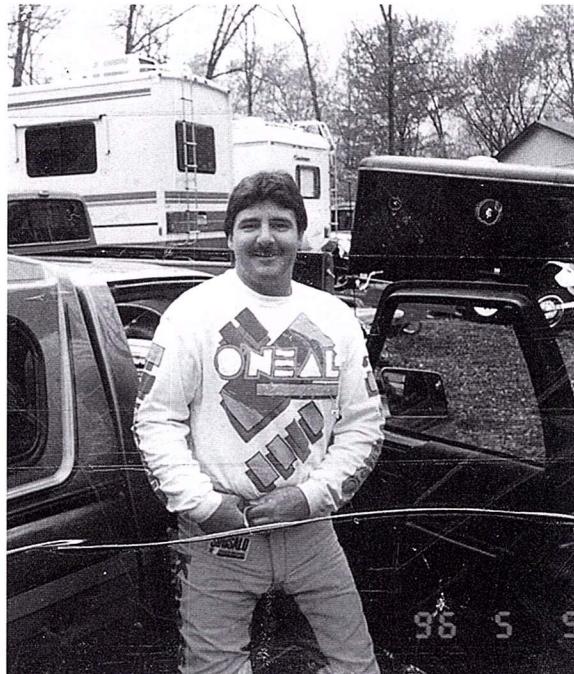
You don't get to take the trophy with you

by Charlie Williams

Life is represented as an endless line, and in the middle of the line, are some parentheses. What is inside the parenthesis represents life in this physical being we call ourselves. Now, if you are more concrete in your beliefs that dead is dead, there is no line, just dead, well I commend you on at least having an opinion, but can the rest of us have hope? See my belief is that this is, in fact, hell; and our punishment is having to drag a 200 pound bag of bones around for a lifetime. A bag of bones made of skin and fat, needing food, shelter and warmth every minute. Every day for the rest of your life your soul works for this machine, to keep it fed and warm.

How could any man focus on the great problems of the universe when he's got to eat or poop all the time? This is where Stephen Hawking has got it all over us. Because his body is junk, his mind runs freely throughout this and the next universe; because his body is not struggling with the day to day agony of life. I'm not implying Mr. Hawking is not in his own agony—his is far worse than mine—but he maximizes his potential as a thinker, whereas no other man has the time. Time? How much is there? Oh there is plenty of time, it's just your parenthesis are not far enough apart.

Every day you make decisions on how to spend your time. If you knew how little you really had, I'll bet you'd give up some of your time wasting habits. Pretend you've got life like on a phone card, and every few minutes an operator pipes in and tells you how much time you have left. That would answer a lot of questions for everyone, like at what age should you plan to retire? Or do I have time left to start a family? Or hell, I'm going to die Thursday, better cut my toenails. This way you could get depressed when you are 40 years from the end, not from the beginning. But no, we don't get a



Galen Campbell in happier times.

running total. All we get is in the parenthesis.

But I think there is life in the before and after. Why not? It does not cost me a dime to think this way. Maybe I'll be more attuned for the exit doors, while falling down that long hallway leading to the bright light at the end.

Uhh Charlie, how come you're talking about death and dying? You're not thinking about jumping out the window again are you?

Yes, I did think about jumping out the window, but I live in a one story house. I'd have to jump out eight times.

No really, what has motivated me today is someone else died. One of the guys I have raced with and against for years died from injuries sustained during a crash from last Sunday's race. I know he is gone, but I refuse to think his soul is lost forever. His thought will be with me every time I line up to race a bike. I have no intentions to quit riding because of it, but I will think of him, maybe even more than before. As

long as he stays this big in my thoughts and in my heart, he can not be completely gone. Sure, his busted up body's gone but his soul marches on. I'm sorry.

Life is a tissue-thin veil of reality, and you add to its qualities. If you are one of those people who think money is everything, and how much something costs is important, well, "You can't take it with you." Why stock up on things that have no value out of the parenthesis? To coin another old phrase "The best things in life are free."

Now I can see dollar signs in your eyes, but they don't mean these best things don't cost money, rather it means they are priceless. Money is worthless; you have to earn the best things, but you can not put a price on it. Every second in your life is important. What you do with your time, and how you spend it, is very important because it is the quality of your time that you get to take with you, that is all. If you do a good job in this life and add your heart and soul to every project or object you will have a great deal more riches outside the parenthesis.

Galen Campbell was 43 years old, with a grown son who rides, a 19 year old daughter. He leaves a wife, a home, a dog, and his most comfortable boots. Galen had ridden all his life and was a tough competitor, winning many Stoney Lonesome trophies. That's how a man is judged in these parts, how many Stoney Lonesome trophies he had. See, this is why it is so seriously important that motorcycle racing is treated like a religion. Galen dedicated and gave his life racing. Can you imagine cutting the course to beat Galen out of something he wanted to win the right way?

You don't get to take the trophy with you, you get to take the quality of the experience with you; and your brother throws the trophy in the trash with the rest of your so called treasure. □



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Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida to areacross in Ohio to desert races in Nevada. He's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Feature Editor Karel Kramer hopped on his

first bike in 1965, and he's become our walking encyclopedia of technical knowledge on almost every machine made. He started racing motocross in '72 and has been an active competitor in off-road and motocross ever since.

Associate Editor Scott Hoffman has been addicted to motorcycles since attending the second running of the Superbowl of Motocross at age six. Since then he's covered every facet of the sport from working at a local shop to racing motocross and off-road to becoming a professional motorcycle photographer. If it has two wheels and you can ride it in the dirt, he's seen it, ridden it, fixed it or shot photos of it!

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DIRT RIDER
 MAGAZINE

GREYLOCK & HOOT

The hare scrambles competition heats up

By Cheri Alix, Photos by Mark Baer

Timothy Takes the Points at Greylock

Round 7 Windsor, MA 7/12

Midtown Kawasaki's Patrick Timothy trudged through the endless rocks, ruts and mud of Greylock to take the checkered flag and the points lead in the NETRA Hare Scramble Series. The Greylock is a course with a reputation, and though the weather was fine a series of harmless-looking mudholes grew throughout the day into a bike-swallowing monster. Success was a matter of good lines and luck, as well as a fair amount of stamina, and Timothy turned out to be the man to beat for the overall.

The morning Novice race was cut short due to the already deteriorating track conditions. The riders ran three laps instead of the scheduled four. It took Leon McCluskey just under two hours to complete the event, earning himself the Novice overall. It was almost two and a half hours before the last rider came around pushing, back the start of the Expert event by one hour.

When the flag finally dropped for the five lap Expert race, it was C-Cycle/Steahly/Scott/Clarke-backed Timothy grabbing the holeshot, followed by Pub Racing's Brian O'Neill and VMR/Yamaha's Tom Norton. The three riders hung together as the pack headed into the woods. At the first uphill, Norton made the move on O'Neill, and at that point Timothy and Norton just started feeding off of each other and pulled away from the pack.

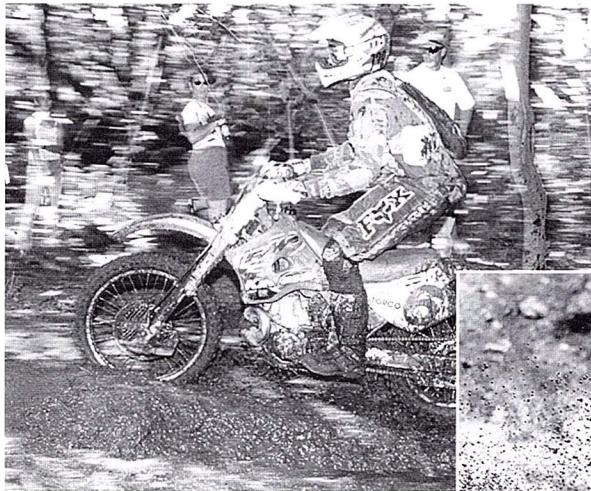
Timothy held onto the lead through the entire first and second lap, with Norton right on his rear wheel. The two riders hit the quagmire just before the scoring barrels almost side by side. Timothy took the line around the right side while Norton took the left.

"It was great. The crowd was cheering. Here come the two leaders riding side by side into the mudhole and what happens? We both fall over. It was great!" laughed Timothy after the race.

Timothy was the first one down and the first one back up, taking the lead into the barrels with fifteen seconds on Norton. O'Neill had been running in third place until a half mile from the barrels when his gas cap spun off,



Pat Timothy took the holeshot at Greylock, battled with Norton, and then was there for the win when Norton dropped out. (M. Bernier)



again and I figured 'Tom's gone, I'll never see him again.'"

But it wasn't to be for Norton. "I must have had a minute thirty on Timothy when I fell in some mud. It took a lot to get going and all of a sudden I felt real weak. I literally couldn't ride right. I'd been fighting a chest cold for two weeks and I just couldn't stop hacking," said Norton after the race.



Left and above: The Greylock course definitely has a reputation for mud, and this year was no different than many others, with traction at a premium.

disappointed Norton.

As Timothy went out for his fourth lap, he was unaware that Norton was out and he rode the entire lap trying to put as much distance as possible on him.

"My dad pulled me in at the end of the fourth lap for gas. I wasn't planning on stopping and I had no idea why he





Norton broke into the lead at Greylock, but illness put him out of the race. (M. Baer)

would make me stop. I kept thinking, 'come on, Norton will catch me,'" said Timothy. "That's when he told me 'Tom's out, take it easy. You have a five minute lead.'"

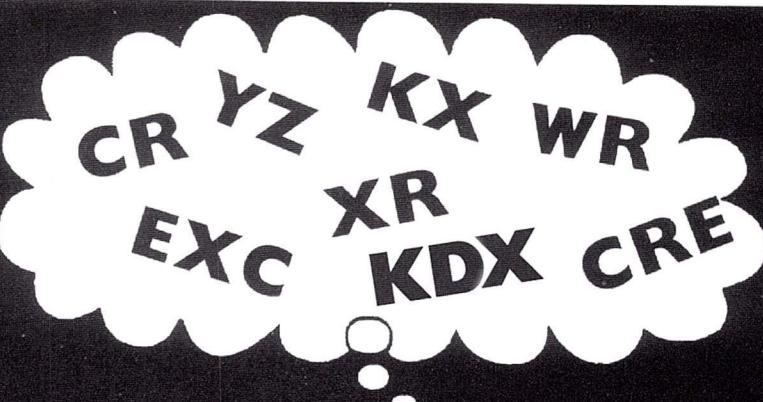
The riders headed out for the final lap with



There were actually little bits of nice trail at Greylock, but the mud definitely took it out of you. (M. Baer)

Timothy settling down firmly in the lead. Timothy cruised on for the win with over five minutes on Luke McNeil, with Ken Valentine jumping into third just 20 seconds off McNeil's pace. Finishing fourth, and winning the Expert High Point award, was Bob Santheson, with Wes Clarke coming in fifth overall.

In the Amateur class it was another Santheson taking the overall. Cycle Connection's Todd Santheson took the win with two minutes over fellow 200 class rider Keith Callahan. Santheson and Callahan were the only riders in their class to complete all laps.



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A new winner emerged in the Women's class, with Dawn Silvia taking her first win of the year, edging out second place Dawn



Have you ever had this happen to you? Have you ever had this NOT happen to you? (M. Bernier)

Shayer by just under five minutes. Nathan Kanney continued his dominance of the Junior class, earning himself first place honors once again over second place Robert Langenback.

Hoot II Hare Scrambles

By Cheri Alix

Photos by Mike Bernier

Round Eight, Burrillville, RI 8/2

The Hoot Owl Scramblers found NETRA a 900 acre pheasant farm to hold a new hare scramble. The club laid out a seven mile course that consisted of dusty, sandy,

double-wide cart roads and a lot of fresh cut single track through some awesome pine groves. Unlike the first Hoot Owl, the track had no rocks and was basically dry, with the exception of two mudholes that were completely passable.

The club had a great turn out for the event, with a large number of spectators and over three hundred forty riders. Twelve riders lined up on the front row. Brian O'Neill got the holeshot followed by C-Cycle's Patrick Timothy, KTM's Ken

Greylock Hare Scrambles	3. Jennifer Krause	Kaw	3. Raymond Benza	Hon	Super Senior
Windsor, MA 7/12	4. Brandi Vaughon	Kaw	4. Tom Simeon	Kaw	
Patrick Timothy	Novice 250		2. Peter Sullivan		
Overall Champion	1. Brad Scahetti	Hon	1. James Bain	KTM	Expert 250
Bob Santheson	2. Warren Plante	Yam	2. Richard Zeleznik	Kaw	
A High Point	3. Jesse Tredeau	Kaw	3. Edward Ilves	KTM	1. Wes Clarke
Todd Santheson	4. Donald Hopkins		4. JJ Sullivan	Hon	2. Matt Jalbert KTM
B High Point	5. Richard Tovani, Jr.				3. Jeff staples
Leon McCluskey	Novice 200				4. Dave Simcock
C High Point	1. Mark White	Kaw			5. Josh Hackett
AA	2. James Menard	Yam	3. Ryan Dellagheffa	Yam	Expert 200
1. Patrick Timothy	3. Charles Gerog	Kaw	4. Mike Bush	Yam	1. Bob Santheson
2. Luke McNeil	4. Guy Burluck	Kaw	5. Robert Maxon		2. Jess Berthiaume
3. Ken Valentine	5. Jarred Wheelock	Hon	Amateur Veteran		3. Drew Carpenter
4. Brian O'Neill	Novice 125		1. Dave Dzenuits	Hon	4. Mark Burdick
5. Ken Law	1. Leon McCluskey	Kaw	2. Art Randolph	Yam	5. Denny Anderson
Junior	2. Scott Fetterman	CRE	3. Dave Bensall	Kaw	Expert Open
1. Nathan Kanney	3. Jim Morin		4. Eric Reinhard	KTM	1. Chris Panzella
2. Robert Langenback	4. Ben Roy		5. Edward Barter		2. Dennis Decker
3. Ryan Dellagheffa	5. Mike Sears	Hon	Amateur Four Stroke		3. Dan Salomone
4. John Moore	Novice Veteran		1. Brian Sebben	Yam	Expert Veteran
5. Brian Choquette	1. Brian Brewer		2. Stacey Ames	Hon	1. Robert Carson
Mini	2. Wade Rahmlow	Kaw	3. Dave Collins	Hon	2. Mark White
1. William Rowe	3. Michael Litwin, Jr	Kaw	4. Jim Walsh	Suz	3. Craig Pratt
2. Ryan Sheehan	Novice Senior		Amateur Open		4. Joe Affhauser
3. Darren Capote	1. Carl Carlson	KTM	1. Casey Griswold	KTM	5. Todd Debkowski
4. Sean Mullaney	2. Henry Nietsche	Hon	2. Bob North	Yam	Expert Senior
5. Adam Simcock	3. Thomas Curtin	Hon	3. Lorne Goralnik	Yam	1. Steven Kanya
Women	Four Stroke Novice		Amateur Senior		2. Frank Wortmann
1. Dawn Silvia	1. James Simonds		1. David Kanney	KTM	
2. Dawn Shayer	2. L. Bryan Cook II	Hon	2. Bob Larson		
			3. Robert Santheson	Yam	

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"C" 0-200, "C" 250-OPEN & Women

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From North: Route 55 South to Exit #24. Bear right at bottom of ramp onto Route 49 West for 1.6 mi. Bear left at blinking light onto route 555. Go straight thru at next light onto Route 610 (Cedarville Rd.) for 5.6 mi. Bear right onto Lummistown Rd. for 2.3 mi. Start area is on right.



The overall didn't escape Norton at the Hoot Owl hare scramble, after a race-long battle with Pat Timothy and the rest of the AA class.

Valentine, Josh McLevy, and Brian Lawson. After the first turn it was a complete dust storm. Timothy swapped on the next straightaway with McLevy just catching his rear tire and crashing. It caused a chain reaction of at least three more riders all going down in the dust.



Ken Valentine picked up third overall with a good ride and few mistakes.

Timothy and Lawson quickly got around O'Neill, and by the end of the first lap the two had put a minute on third place Law. But Law wanted a win and soon took over the lead, distancing himself from the pack. That was just the first three laps. By the next lap everything started to change. Spectro/VMR/Dunlop/IMS-backed Norton and Manchester's McLevy were on a tear. Coming from dead last and down almost one and a half minutes, the two had moved into fourth and fifth place. McLevy went to pass Norton at the first mudhole and smashed his chain guide, consequently ending his day. Norton slammed into a tree and bent his radiator, but he kept on the charge and by the end of the fifth lap he was in the lead.

Timothy had moved into second place and



Brian Lawson charges a spectator point on the Hoot Owl course. He had third in the bag, but a tangle with a lapped rider left him sitting in sixth.

Law was back in third pushing his bike into the pits. Law had lost track of laps and run out of gas, after missed pitting on the fourth lap. Luckily he was within an eighth of a mile of the pits and it was all down hill. Law, Lawson and Valentine ended up battling it out for the next two laps, with Norton and Timothy running away out in front.

As the checkered flag dropped it was Norton taking the win, with Timothy taking second place down just over two minutes. Lawson had third place wrapped up until halfway into the final lap when he got hit by a lapper and wound up pinned under his

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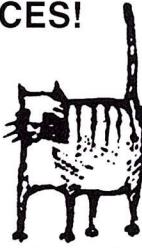
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Kenny Law held the lead for a while, but then was overtaken by Norton and Timothy and faded back. He finished fourth overall for the day.

bike. Law, Valentine and McNeil all got by, leaving Lawson to finish sixth for the day. Expert 250 rider Dennis Decker went on to take the overall in the Expert class.

The Junior class has been completely dominated by Nathan Kanney. Kanney took the overall at both Greylock and the Hoot Owl II. Both Robert Langenback and Ryan Dellaghelfa have been giving it all they have, but they just can't seem to get the jump on Kanney. Both riders have been finishing within thirty minutes of each other with Langenback taking second and Dellaghelfa finishing third at Greylock. Dellaghelfa turned the tables at the next event staying out ahead of Langenback for the entire race earning himself second place points, and leaving Dellaghelfa to settle for third.

William Rowe almost had his winning streak in the Mini class cut short by Scott DeCosta. Rowe dominated the Greylock event but just barely squeaked out the win at the Hoot Owl. DeCosta held the lead right until the end, with Rowe edging him out by a wheel length at the barrels to take the win.

Dawn Silvia went on to win the Women's class at Greylock, but ended up settling for second place at the Hoot, with Heidi Landon once again taking the class win. Newcomer Brandi Vaughan rounded out the Women's top three at the Hoot. □

Hoot Owl II	2. Matthew White	Hon	2. David Bonsall	Kaw
Burrillville, RI 8/2	3. Marc Richard Jr.	Suz	3. Jeff Picard	KTM
Class Results	4. William Rowe	Kaw	4. Alan Whitford	Hon
Thomas Norton	5. David Blais	KTM	5. Eric Reinhard	KTM
Overall Champion	Novice 200		Amateur Open	
Dennis Decker	1. Peter Serrilla	Kaw	1. Casey Griswold	KTM
A High Point	2. Joshua Dalganault	Kaw	2. Doug Fox	Hon
Keith Callahan	3. Andrew Cushing	Kaw	3. Dan Hayes	KTM
B High Point	4. Jared Wheelock	Hon	Amateur Four Stroke	
Warren Plante	5. Stephen Allegrezza	Yam	1. Stace Ames	Hon
C High Point	Novice Veteran		2. James Simonds	Yam
AA	1. David Rubendunst	Suz	3. Brian Sebben	Yam
	2. Thomas Vallee	Kaw	4. John Merola	Yam
	3. Thomas Cooley Jr.	KTM	5. Jim Walsh	Suz
	4. David Gargiulo	KTM	Amateur Senior	
	5. David Dufresne	Suz	1. Chris Faham	Hon
	5. Luke McNeil	Yam	2. David Kanney	KTM
Junior	Novice Open		Expert 250	
1. Thomas Norton	1. Scott Harrington	KTM	1. Dennis Decker	KTM
2. Patrick Timothy	2. James Bain	KTM	2. DJ Lis	Hus
3. Ken Valentine	3. Richard Zelezniak	Kaw	3. Justin Provencal	Kaw
4. Ken Law	4. Chad Dalokoslo	Kaw	4. Matt Jalbert	KTM
5. Luke McNeil	Novice Four Stroke		5. Jeff Staples	Yam
Mini	1. Chris Nicholas	Hon	1. Jess Berthiaume	Yam
1. William Rowe	2. Thomas Cassidy	Hon	2. Steve Formanek	Hon
2. Scott DeCosta	3. Ray Benza	Hon	3. Nathan Kanney	Suz
3. Paul Dellaghelfa	4. Paul Phillips	Hon	4. Jim Edmonds	KTM
4. Darren Capote	5. David Oram	Yam	5. Drew Carpenter	Suz
5. Timothy Langenback	Novice Senior		Expert Veteran	
Women	1. Jeff Fluckiger	KTM	1. Marc White	Suz
1. Heidi Landon	2. Brian Provencher	Kaw	2. Craig Pratt	Suz
2. Dawn Silvia	3. Charles Kennedy	Suz	3. Marty Mears	Kaw
3. Brandi Vaughan	Amateur 250		4. Chris Simpson	Kaw
Vintage	1. Chad Richardson	Yam	5. Todd Dabkowski	Hon
1. Anthony Leary	2. Anthony Reo	KTM	Expert Open	
Super Senior	3. Todd Hamilton	KTM	1. John Brown	KTM
1. James Simone	4. David Vallee	Hon	2. Dan Salomone	KTM
Novice 250	5. Josh Beebe	Hon	3. Peter Byrne	Yam
1. Warren Plante	Amateur 200		Expert Senior	
2. George Jorden	1. Keith Callahan	Hon	1. Frank Wortmann	KTM
3. Carl Andrews	2. Charles Hathaway	Hon	2. Robert White	Hon
4. Eric McHugh	3. Todd Santheson	Hon		
5. David Maurice	4. Robert Langenback	Yam		
Novice 125	5. Michael Bush	Yam		
1. Timothy Morin	Amateur Veteran			
	1. Dave Dzenuits	Hon		

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CLIFF SIDE

Mark Spence takes the season opener

By Bruce Snyder

Rawlings, MD 4/19 The opening round of the 1998 Ironman Hare Scrambles Series at Cliff Side Off Road Park opened with some of the most severe weather conditions imaginable. Mother Nature unleashed her fury with torrential rains throughout the entire day. A two-foot deep pond had already appeared just around the corner from the start, well before the start of the first race. Despite the serious weather, over 120 of the most hard-core hare scrambles racers in the northeast traveled to Rawlings for the start of the series, the Western Sizzlin'-Dan's Mountain 50.

Western Sizzlin' Steakhouse of LaVale, Maryland, provided a \$500 purse for the motorcycles as well as the ATVs. Honda mounted Mark Spence from Manassas, Virginia, took home the lion's share of the purse as well as Grand Champion honors in the motorcycle race.



Mark Spence accepts the trophy and a check for the overall win at the Cliffside season opener.

Stephen Johnson grabbed the fat part of the purse in the ATV race, and scored the overall win.

Spence took an early lead and managed to hold it for the entire race. He

finished two minutes ahead of Suzuki rider Richard Kresic, and five minutes ahead of Suzuki thumper rider Scott Phillips. Kelvin Hull and David Bittner took the fourth and fifth place overall finishes.

Riding the course was interesting, to say the least. Rising water at the stream crossings caused several drowned-out engines and was at least three feet deep by the end of the motorcycle race. The ATV race was held after the motorcycles were done, and for safety reasons they were re-routed away from the deep crossings.

Weather aside, most riders enjoyed the course, and all looked forward to the next race and potentially drier weather. The next round is the Mill Creek 50 on June 28th, and then the Black Oak 50 on August 30th. For more information on the Ironman Series, call the Western Maryland Off-Road Riders at (301)724-6738. □

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SUNDAY OCTOBER 18th 1998

START LOCATION

PRIMROSE CAMPGROUND- at the junction of Hwys #10, 24 & 89.
Aproximately 16 Km north of Orangeville on Hwy #10

KEY TIME

9:00 am. Dead engine start, (NO BIKES RUNNING before 9:00 am)

ENTRY

First 30 entrys will be allotted # by draw, then by draw on receipt

ENTRY FEES

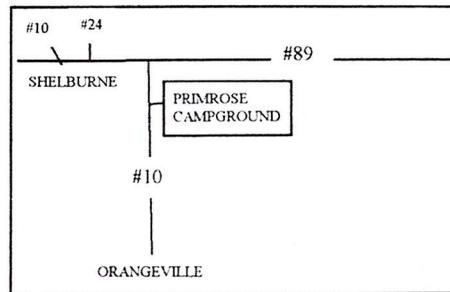
Pre-entry \$35.00 (Closing date Oct 8)
Post-entry \$45.00

RIDERS MEETING

8:30 am *DON'T MISS IT*

SIGN IN

5:00 pm - 9:00 pm Sat. Oct. 17 and
7:30 am - 8:30 am Sunday Oct 18



BIKES MUST BE QUIET TIES WILL BE BROKEN BY A SPECIAL TEST

AT SIGN IN, YOU MUST PRESENT: A VALID CLASS M DRIVERS LICENCE, INSURANCE PINK SLIP AND OWNERSHIP

For further information phone JOHN TRINKWON @ (905)846-1174

Cheque or Money Order must enclosed with entry form. No post dated cheques

To receive confirmation, send a stamped self addressed envelope with your entry

DETACH ENTRY FORM BELOW AND MAIL TO:

HaltonOff-Road Riders Assoc.

C/O John Trinkwon
34 Tanager Square,
Brampton, Ontario. L6Z-1X2

ENTRY FORM

Make cheques payable to: Halton Off-Road Riders Assoc.

NAME _____

ADDRESS _____

CITY _____

PROV. _____

PHONE # () _____

MAKE OF BIKE _____

ENGINE SIZE _____

C.M.A. # _____

RIDER CLASS (CHECK ONE)

<input type="checkbox"/> NOVICE B	<input type="checkbox"/> NOVICE A
<input type="checkbox"/> INTERMEDIATE	<input type="checkbox"/> EXPERT
<input type="checkbox"/> MASTERS	<input type="checkbox"/> LADIES
<input type="checkbox"/> VETERAN	<input type="checkbox"/> SUPER VET
<input type="checkbox"/> 4 STROKE	

Delaware Enduro Riders Inc. present the 35th Annual

DELAWARE STATE ENDURO



October 25, 1998

Key Time 7:00 AM Eastern Standard Time

Information: (302)834-2883 (Entries), or (302)834-4411 (Referee)

The 1998 Delaware State Enduro will be a fun enduro. This is not a national. Sections will be shorter and MPH averages lower, with longer resets. The Man says there will be no rain.

Location: National Guard Armory, Delaware City, DE. US Route 13/301 and Delaware Route 72, look for arrows north of St. Georges, Delaware.

Payment: Make check payable to Delaware Enduro Riders Inc., and mail to:
Delaware Enduro Riders, P.O. Box 68,
St. Georges, DE 19733.
Pre-entry \$35.

Requirements: All riders must have a valid motorcycle driver's license, and all machines must be fitted with a valid license plate with a current registration, and a securely attached, working muffler. There will be a sound test at the start. All entrants must have a current AMA and ECEA card. ECEA test for new members will be given Saturday between

1:00 P.M. and 8 P.M. No tests on Sunday. Starting position will be determined by drawing on October 16. Rider information and confirmation will be mailed after the drawing. No refunds.

Food: Great spaghetti dinner Saturday night. Breakfast and lunch available on Sunday.

Lodging: Unlimited free camping available at the start. Motels located within 5 to 10 miles of start, phone numbers below.

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Comfort Inn (302)368-8715 Fairfield Inn (302)292-1500
Holiday Inn (302)737-2700 Econo Lodge (302)322-4500
Rodeway Inn (302)328-6246 Quality Inn (302)328-6666

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Held in conjunction with the Delaware Enduro, this will be 100 miles of Delaware's best trails—no roads! **No score, no time-keeping, technical sections of the enduro are by-passed.** All FINISHERS are eligible to enter a drawing for an MSR riding outfit. 35th Anniversary year finisher awards to everyone completing the course. Ride at your leisure and have fun!

Entry Fee: \$35 • Same Location and date as Enduro • Use the same entry form to pre-enter.

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

AA A B C
 Senior (40+) A-B Super Senior (50+) A-B
 Four Stroke A-B-C Women
 Veteran (30+) A-B-C Masters (60+) Dual Sport

PLEASE READ AND SIGN THIS RELEASE!

I hereby give up all rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the sponsoring club of this event, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event, for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event, or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

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notarized parent/guardian signature!

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____



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1992 Husqvarna WXE 250. Dyno Port pipe, ICO Pro Comp, low mileage, very good condition, includes all riding gear (Arai helmet, HRP chest protector, MSR fanny pack, MSR Gore Tex jacket, pants, etc.), \$1500. Call Kevin, 610-395-9557.

1991 Yamaha XT350, 3200 miles, very clean, \$1900, (610) 449-6549

1990 Kawasaki KDX200 absolutely mint condition. Never raced or abused, must see to believe, looks brand new. \$1600 firm, (914)271-4812.

1998 Kawasaki KX250 and 1998 KTM 300EXC Both purchased in March, broke leg in May. Barely been ridden, \$4300 apiece. Call Bill, at (603)895-2379.

1993 Kawasaki KLX650R Exc. cond., extras. Modified to be street legal (barely). Tagged, lots of new stuff, \$2700. (803)641-4606.

Parts for Sale: Yamaha YZ250 flywheel weight by Steahly, fits 1996-1998. XT/YZ front wheel, 1985-?. RMX250 Dyno Port pipe & silencer, good cond. (914)734-2072.

1982 Yamaha IT250 Bought new in 1987, 200 orig. miles, exc. cond. Pictures available, asking \$1300. Call (610)444-9238.

1995 KTM 300EXC Exc. cond., adult owned, Fact. Con. shk, low hrs. \$2900, 914-691-8817.

1995 Ducati 900SS/SP Showroom cond., extras. 7,000 miles, new rubber. \$7500, must sell. Call (914)734-2072.

YZ250 Flywheel Weight Real cheap. CR125 flywheel weight, even cheaper. (914)734-2072.

1996 KTM RXC400 Bought new in Jan. '98, 325 street miles. Sport rack with bag, mint cond., buying new boat, no time to ride. Never dumped or raced. \$4800, (716)694-7273.

1996 Thumper Racing XR440 FMF exh., Mikuni carb, Enduro Experts susp., new drive line, heavy tubes, handguards, skid plate, low miles, \$3500 with extras. (717)473-9284.

1984 Honda Interceptor 500 V-4, 7300 miles, very good cond., always garaged, new tires, new battery, \$2000. 609-953-2922.

1992 Honda XR250L Shock/fork revalved by Enduro Experts, IMS fuel tank, brand new top end, brand new chain/sprockets, brand new knobbies and fresh stock DS rubber. Spent way too much time on asphalt—\$2200. (609)268-7258 eves.

1996 Husaberg 400 Elduro Electric start, enduro ready, full dual sport lighting. New battery, brand new Trelleborgs, Enduro Experts susp., fast and fun, an incredible bike, extras. Titled & reg. In MA. \$4100, 609-953-2922.

1998 Honda CR250 Set up right! Suspension



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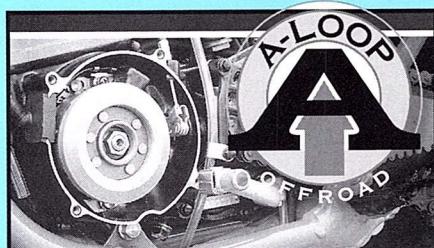
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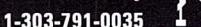
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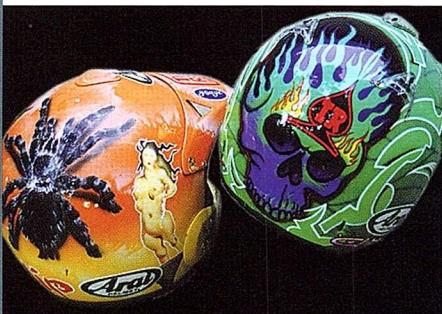
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Honda XR400 parts 1997 CR500 front end with wheel, \$500. Yoshimura exh. Sys., \$500. White Bros alum skid plate, \$35. IMS rear disk shark fin, \$20. Everything exc. cond., (609)268-5895.

Wanted: Kickstand assy. to fit 1996 KTM 360EXC. Need bracket springs, bolts, everything. (609)785-1107.

1995 KDX200 Street legal, set up for enduros, FMF Gold pipe & silencer, clean and well maintained. \$2200 obo, ask for Ja-Beep. (908)688-5300.

1997 KTM 360EXC Very low hours, great shape, extras. Susp. Revalve fit/rr. \$3200, (610)430-0688.

1995 Yamaha YZ250 Proper woods setup, WER susp., 3.6 tank, flywheel weight, guards, etc. Low hours, mostly trail ridden. Too fast for me, \$2800. (716)627-7679.

1998 Honda XR400 New cond., 4 months old, NJ titled, \$4100. Truehauf 5X8 alum enclosed trailer. Exc. cond., includes cabinets and shelves, hauls up to 3 bikes. \$1200, (609)268-5895.

1972 Puch 175 motocross. All original, one owner, mint cond., runs great. \$1250. 1985 Yamaha E-300 snowmobile. Exc. cond., runs great, low hours, \$950. (609)268-5347.

1995 Kawasaki KX60 with Acerbis hand guards and spare air filter, \$1090 obo.

(609)691-5371.

1996 Gas Gas Enduros Full size bike, two to sell, Marzocchi forks, Excel rims, Ohlins shocks, exc. cond. \$4000 for the pair or \$2200 each. Call John at (814)455-2878.

1998 Husky WR125 Factory conn. susp., Marzocchi forks, solid rotor, most power of any 125, four races since April. (973)838-8770.

1996 Honda XR400 Brand new factory installed warranted engine. WER susp., all new plastic & seat cover. Titled, \$2500 obo. (908)537-2954.

1996 KTM 360 Many new parts, Fact. Conn. susp., more, \$2600 obo, (973)402-8590.

1995 Gas Gas 125 Light & trick. Ohlins and Marzocchi revalved susp., lots of performance parts. \$1500 obo, (917)797-7726.

1997 Honda CR250 showroom new, Rental bars, Works Connection skid plate, HRC ignition cover, Dunlop 755's \$4700 obo. **1992 Husqvarna WXE125** NJ title, exc. cond., set up right by WER, many extra parts, \$1200. **Hi-Point Trailer** Loaded! Alarm system, ATK bike shoes, wall cabinets, work bench, AC & DC lighting, more. \$3200 obo. **Ghost Enduro Computer**, \$180. **WER Steering Damper**, \$150. Spare parts, used gear, etc., call John, (609)875-0850.



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HERTFELDER

Roach Coach

Roach O'Malley got his nickname after he foolishly stepped into a woodchuck hole while he was arm wrestling a 360 pound Triumph Trophy up the steep side of Jemima Mountain. The severely broken leg took so long to heal that O'Malley developed a permanent sidewinder style of walking, that might be mistaken for a drunken lurch by those who didn't drink much and kept regular hours. It was only a matter of time before some wag said, in all seriousness, "That O'Malley walks like a stepped-on roach."

He was called "Roach" from that moment on, and because he was such a likable fellow, young, impressionable boys in his neighborhood adopted his style of locomotion. This usually came to a halt soon after their parents noticed that the junior 'Roaches' were wearing out the halfsoles on one shoe twice as fast as the other.

Imitation may indeed be a sincere form of flattery but, if it costs money, forget it.

Roach soon took to driving a big Ford cube van; one of those things that look like the front of a van sticking out of a garage and somehow dragging it down the highway. There were two reasons for buying the ugly vehicle: the first was that he got it cheap from a fellow who lived in the semi-posh Haddon Hills apartments, who either had to get rid of the thing or move. The second reason was that Roach could easily walk bolt upright past the van's overhead rear door and thread his gimpy leg behind the steering wheel with a fair amount of gracefulness and not a whole lot of grunting.

Roach had to stop riding in the dirt when his doctor warned him that he intended to reattach the NEXT broken leg with the foot facing backwards. Then, if Roach got lost in a snowstorm, he would certainly freeze to death because he wouldn't be able to retrace his tracks.

Still, Roach came to all the enduros, and his big box van was THE place to go if you needed a tire pump that really worked, or a 16 millimeter 'crowfoot' to reach in to tighten something without having to take half the motorcycle apart to get near it.

Inside the van he had a solid steel workbench mounting an ancient wrought iron vise, that had so many missed sledge hammer hits on the upper surfaces that it could have been exhibited as modern art with a guaranteed HONORABLE MENTION award.

A better place to hammer straight a bent brake pedal was hard to imagine. At least this side of Pittsburgh.

Opposite the workbench he had installed a swing-down shelf/bed that could sleep two uncomfortably. Or seat five - also uncomfortably because there was a raised edge that could put your lower legs to sleep in a very short time; depending, I think, on the weight of the heavy mud stuck to your boots.

Behind the driver's seat Roach had installed shelving from a shoe store that had suffered a

miraculous 'short circuit' fire forty-eight hours AFTER the power had been shut off for non-payment. One shelf, still labeled 8A-9EEE, held an ancient Coca-Cola cooler that was always filled with cracked ice and beer because of Roach's "two for one policy"—take one beer now; put back two later.

The ice in the cooler was the really serious stuff that results from hitting a 50 block with a furious blow from a 12 pound sledgehammer. Nice, hefty, chunks that you could hold in a smashed paw and, by the time you'd written your name with the melting drops, it would feel well enough to drive home.

The floor of the 'coach' was normally so filthy that, if you were sitting with your head between your knees waiting for a low-branch impact headache to lighten up and you opened your eyes for a test, well, you might think you were sitting outdoors.

The Roach Coach was also where you'd find the riders who broke down and managed to get back with no help from the sweep crew. To those of us who perpetually break down early, Roach's van became a sort of rolling clubhouse. The van's walls and floor were covered with cheap pressed-wood paneling and kept in such condition that a mud covered rider would track more dirt OUT than he had brought IN with him. Someone said the van was decorated in an 'early filth' decor.

If so, it was a TACKY early filth.

John Boone once showed up with his totally collapsed front wheel sliding on a ski shaped piece of an abandoned rowboat. The motorcycle was just plonking along in low gear as John walked alongside steering it with one hand. It looked remarkably like a mechanical seeing-eye dog leading a blind man.

Mr. X (that's what we called him because no one could remember his name. In time, he began INTRODUCING himself as Mr. X) once made his way back to the coach with his gas tank upside down on his lap. He'd split the bottom seam, so he took the tank off, turned it over, and connected the cap overflow tube to the fuel line using a ball point pen with the guts removed.

Then Roach showed up with a 110 pound girl who operated on 220 volts. I actually heard her tell him that she loved him JUST the way he was and would never change a thing about him.

This statement was followed by some very deep 'hacking' by those of us who'd been

around the course a few times, for we recognized the sweet, loving, statement for what it was—a death sentence..

A month later we noticed Roach's mustache had fallen off, the black ring he normally wore inside his collars had turned a sort of battleship grey, and the ceiling of his van had grown a skin of random-width paneling. Phillipine mahogany, I think.

Next, we noticed that the Korean War combat boots he always wore (because he dragged one foot sideways and low shoes would scoop up gravel) were replaced by Hush Puppies. Then the big 40 quart cooler that used to hold an inexhaustible supply of beer; with room to spare to immerse one or two sprained ankles and maybe a stump-struck foot, was now reduced to a 20 quart model that opened from the OTHER side; so you couldn't even look into it without a mirror.

At the Stumpjumper enduro I limped back early and discovered the cooler had shrunk once again to the point where I had to turn my sprained foot sideways just to get it IN the ice, which was now the common ice cube size.

The bad part came when the 220 volt lady said, "You have your foot in my cooler," without moving her lips. I said "Yes, I've noticed that, but don't worry about the grapes 'cause I ate them." I flashed her a charming smile that had lost a lot of its punch because my bridgework was still inside the Band Aid can in my jacket pocket. She then began taking vicious swipes at the floor using a brand new broom suitably reinforced with a strap from a pair of Roach's Scott goggles.

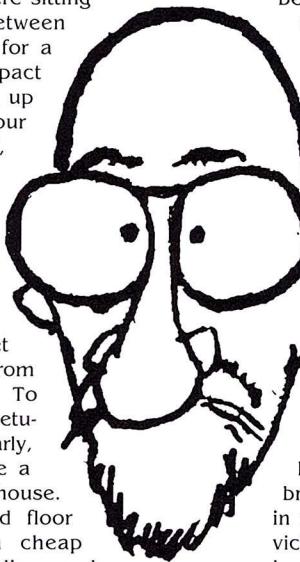
By the date of our own club's enduro the van was floored with wall to wall Persians, and all of Roach's milk crates filled with almost empty chain lube cans, short lengths of chain, repairable inner tubes (some red), useless passenger pegs and old Sandy Lane paint can lid number plates, were arranged on the ground behind the rear bumper. We sat on the milk crates; just like old times INSIDE the van, and listened to Mr. X complain of slamming his ankle into a Naugahyde BarcoLounger that some slob deer hunter had left in the woods. The 220 volt lady handed him a few ice cubes with a suggestion that he stuff them—in his sock..

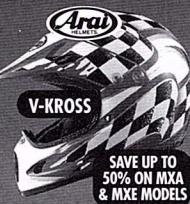
When Roach drove away he left his milk crates, and we haven't seen the gimpy bugger since.

And some of us envy him....

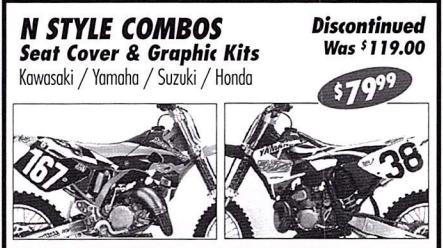
—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at P.O. Box 17564, Tucson AZ 85731.





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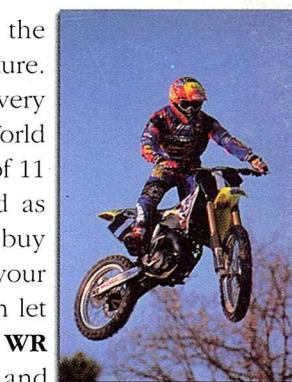


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